COACH AND BUS WEEK

The PSV Industry's News Weekly

ISSUE 41 NOVEMBER 28 1992

PRIDE OF THE PACK

MAN's Euro coach combines style, power and safety

YUGOSLAVIA: C & G VOWS TO RETURN

Cambridgeshire operator blasts Government for mercy dash delays .....Page 5

SOUTHDOWN PLAYS FOR EXTRA TIME

Secretary of State gives MMC three months extension for Bognor case .....Page 6

GOOD IMAGE MEANS BETTER PROFITS

We look at ways of avoiding an identity crisis while staying solvent .....Pages 23-29

REGULARS

P3 .....COMMENT
P4-15 .....NEWS
P17 .....MARKSMAN
P19 .....DIARY
P20 .....LETTERS
P23-29 .....FEATURE
P31-32 .....LICENSING & LEGAL
P34 .....BACK UP
P35-42 .....TOURISM
P55 .....MOVES

An Emap business publication

Carlton P.S.V.

DAF

1989 MB230 CAETANO ALGARVE (3.55m), 11.6 litre, ZF gearbox, 53 recliners, courier seat, curtains, carpets, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, MoT Aug '93. Stock No. 2001.

1988 MB230 CAETANO ALGARVE (3.35m), 11.6 litre, ZF gearbox, 49 recliners, courier seat, curtains, drinks machine, radio/cassette/PA, TV/video, power door, cont. door, tinted windows, side & rear lockers, toilet, MoT May '93. Stock No. 2100.

1983 SB BERKHOF ESPRIT, 8.6 litre, ZF 6 sp gearbox, 53 recliners, footrests, courier seat, radio/PA/cassette, power door, driver's bunk, MoT Apr '93. Stock No. 2103.

VOLVO

1974 B58 PLAXTON ELITE III with MK IV front, 51 seats, radio, side lockers, MoT March 1993. Stock No. 2094.

1983 B10M DUPLE LASER, 12 metre, 57 seater, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 19.07.93. Stock No. 1074.

LEYLAND

1982 LEOPARD DUPLE DOMINANT, 51 reclining seats, double glazing, curtains, 6 speed gearbox, side lockers, MoT March '93. Stock No. 9033.

TOYOTA

1989 CAETANO OPTIMO, 18 seater, armrests, curtains, carpet, hot drinks facility, power door, boot, MoT July '93. Stock No 2098.

NEOPLAN

1987 (D) JETLINER, 11 litre, Scania engine and manual gearbox. This vehicle has just been extensively refurbished inside and out in our workshops. Now fitted with the new style Neoplan front, 49 newly remoquetted reclining seats, courier seat, rear floor mounted toilet, and rear full height continental door. To be sold with cherished number plates, finished in attractive light bronze with colour co-ordinated stripes – recently MoT'd. Stock number 2087 ..... **£49,500**

1983-89 SKYLINERS MERCEDES V10 ZF manual gearboxes, 71-77 seats, toilet, water boilers, 2 tables, various specifications ..... **from £40,000**

1988 SKYLINER MERCEDES V10 auto gearbox. Ref P1 ..... **£79,500**

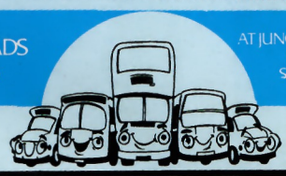
1987 SKYLINER GARDNER 6LYT auto gearbox, choice of 2. Ref P2/3 ..... **£65,000**

These 3 vehicles are fitted with 75 recliners, courier seat, toilet, water boiler, 2 tables, etc, all with new and long MoT's.

MINIBUS

1989 TALBOT PEUGEOT TRIAXLE PULLMAN EXPRESS, 2.5 Diesel, 22 seats, plus 7 standees, Pullman body, Dip-Tac specification, power door, destination box and gear, MoT September '93. Stock No. 2089.

ALL ROADS LEAD TO AT JUNCTION 1, M18 ROTHERHAM South Yorkshire



THE BUS & COACH MART

1989 ENSIGN CHARISMA MERCEDES, 6spd manual gearbox, air conditioning, 49 recliners, curtains, carpets, courier seat, radio/cassette/PA, centre u/floor toilet, drinks facility, cont. door, drivers bunk, MoT April '93. Stock MO48 ..... **£54,000**

1983 NEOPLAN CITYLINER, Mercedes V8 engine, 53 recliners, o/s centre sunken toilet, o/s cont door, drinks machine, Webasto, TV/video, courier seat, long MoT. Ref A1 ..... **£33,500**

1986 LEYLAND TIGER 245 PLAXTON 3500, ZF 6 sp gearbox, 49/51 reclining seats, foot rest, courier seat, rear cont. door, power door, grey interior, orange curtains, MoT April '93. Stock No. M053 ..... **£43,500**

CARLTON PSV SALES, SANDBECK WAY, EUROWAY ESTATE, HELLABY, ROTHERHAM, SOUTH YORKS S66 8QL

0709 700600

Emergency parts and service paging system evenings and weekends. Dial 0345 333111 to obtain paging bureau then quote: 0525547 for service or 0502448 for parts and leave your name and number. Fax 0709 700007. After hours Bill Povey home 0509 262220; car 0860 811083; Service Chris Lavin 0909 568687

AVAILABLE NOW

NEW TOYOTA CAETANO OPTIMO II

21 Seaters
Choice of Interior Colours

BOVA 1989 FHD 12.290 INTEGRAL 12M, 51 seats grey/red moquette (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, cream/orange.
M.O.T. MARCH 1993

DAF 1987 DKVL PLAXTON PARAMOUNT 3500 12M, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for TV/video, TELMA, ABS anti-lock braking, cream/duo blue.
M.O.T. MAY 1993

LEYLAND 1989 (August) TIGER (260 BHP) DUPLE 320 12M, 53 recliners, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow.
M.O.T. 1993

DAF 1985 SB2300 JONCKHEERE JUBILEE P599 12M, 49 recliners, grey/orange moquette, centre sunken toilet, continental door, berth, courier seat, water boiler, fridge, splitter gearbox, white/red/gold.
M.O.T. APRIL 1993

VOLVO 1988 B10M VAN HOOL ALIZEE-H 12M, 49 recliners, centre sunken toilet, continental door, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, Webasto heating, drinks machine, coolbox, courier seat, cream/orange/yellow.
M.O.T. 1993

NEOPLAN 1989 N112 (MERCEDES powered) SKYLINER double-deck, 77 recliners, red/grey moquette (57 upper-deck + 20 lower-deck), toilet, crew compartment, drinks machines, fridge, courier seat, two saloon tables, curtains, TELMA retarder, wired for colour monitors and video, black/brown.
M.O.T. 1993

BOVA 1989 FHD 12.290 INTEGRAL 12M, 51 seats (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, cream/orange.
M.O.T. 1993

LEYLAND 1989 TIGER (CUMMINS LID) PLAXTON PARAMOUNT 3200 12M, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. CHOICE OF 3 IDENTICAL VEHICLES.
M.O.T. 1993

LEYLAND 1989 TIGER (260 BHP) PLAXTON PARAMOUNT 3200 12M, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow. CHOICE OF 2 IDENTICAL VEHICLES.
M.O.T. 1993

LEYLAND TIGER 1983 245 PLAXTON PARAMOUNT 3500 12M, 49 recliners, red moquette, sunken toilet at O/S rear, continental entrance door, berth, drinks machine, plug-type power entrance door, courier seat, wired for colour monitor and video, white/red.
M.O.T. MARCH 1993

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1993

VAN HOOL 1986 ACRON T815 INTEGRAL 12M, DAF powered, 49 recliners, brown moquette, centre sunken toilet, continental door, berth, double glazed windows, blinds, drinks machine, fridge, courier seat, wired TV/video, cream/green.
M.O.T. JUNE 1993

BOVA 1989 FUTURA FHD 12.290 INTEGRAL 12M, 49 str., centre sunken toilet, continental door, double glazing, curtains, courier seat, water boiler, no rear window, cream/green/gold.
M.O.T. 1993

TOYOTA 1988 (October) CAETANO OPTIMO, 21 seats, beige/brown moquette, power entrance door, saloon table, white/yellow/green.
M.O.T. OCT 1993

TRADE DESCRIPTIONS ACT; In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

DEDICATED TO BRINGING YOU THE BEST IN QUALITY AND VALUE

MOSELEY

MOSELEY (PCV) LTD

ASKERN ROAD, CARCROFT
DONCASTER DN6 8DE
Tel: (0302) 330600 Fax: (0302) 330606

Associated Companies:

MOSELEY DISTRIBUTORS LTD.,
Blair Road, COATBRIDGE, Lanarks ML5 9XX
Tel: Sales (0236) 422445
Service (0236) 440559
Telefax: (0236) 422708

MOSELEY IN THE SOUTH LTD.,
Cornishway Industrial Estate, Wellington Road,
TAUNTON, Somerset TA1 5NA
Tel: (0823) 324926
Telefax: (0823) 324927

COACH AND BUS WEEK
The PSV Industry's News Weekly
ISSUE 41 NOVEMBER 28 1992

THE news that Minister of State for Public Transport, Roger Freeman, is to launch a consultative paper on bus deregulation is good for the industry. Mr Freeman's pronouncements over the years have made it plain that he is aware of the importance of the role to be played by the bus in solving the problem of urban congestion and willing to listen to what the industry has to tell him.

But it is also apparent that Mr Freeman and his colleagues have the ability to only see what they want to see when they look at the bus industry's progress since deregulation. The increase in service miles run is seen as being a good thing, ignoring the fact that many of those miles are being run by wasteful and congestion-causing duplicates. Likewise, the decline in passenger numbers outside London is just part of the continuing post-war trend, and nothing to do with some sharp increases in fares and declines in standards of passenger information which came with deregulation.

A vehicle replacement programme may not seem like the best option in the middle of a recession, but it could well be the only choice for operators who wish to stay in business to the end of the century

But Mr Freeman does appear to be genuinely concerned about the still declining standards of Britain's bus fleets. He has warned of stricter enforcement of standards regarding vehicle maintenance, with operators at the bottom end of the market being targeted. Owners of older vehicles are going to have to be increasingly careful over maintenance.

And this will lead, inevitably, to an increase in operating costs, which have been in decline since deregulation. Sandy Glennie, the managing director of Volvo Bus, has warned operators that they can no longer expect to obtain spares for 1970s vehicles at 1970s prices. As inventories are depleted, the price of replacement parts for older buses and coaches is going to rise to beyond that of spares for current vehicles.

Operators should take note of these warnings. The price of new vehicles will rise steeply in the next few years as emissions standards tighten and manufacturers claw back the losses of the early 1990s. A vehicle replacement programme may not seem like the best option in the middle of a recession, but it could well be the only choice for operators who wish to stay in business to the end of the century.

What is needed is help for operators willing to take the plunge. And that means far more help than the miserly change in capital allowances which was the only crumb offered to bus and coach operators in the recent Autumn Statement.

Coach and Bus Week is published by Emap Response, part of Emap Business Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS.
Telephone 0733 63100
Classified Advertising 0733 898111
Fax 0733 62656
Telex 32157. ISSN 0953-8240

Editor in chief/associate publisher
Mark Barton
Editor
Mike Morgan
News and technical editor
Richard Simpson
Production editor
Frank Forster
Tourism editor
Mark Williams
Northern news editor
Andrew Jarosz
Designer
Tina Golden
Editorial secretary
Sarah Smith
Group sales manager
Chrissie Hester
Assistant sales managers
Hugh Cairns, Paul Murtagh
Senior telesales canvasser
Sally Hepburn
Classified telesales executives
Patrick Johnston
Tourism advertising sales
Richard Browne
Display sales
Mike Moore
Group production manager
Nicky Curd
Production assistant
Kay Jeffries
Subscription inquiries
EMAP Business Publishing Ltd
Tel - 081 868 4499
Subscription sales
Lorrie Finley
Tel - 0733 63100
Publishing director
Ian Griffin
Cover photograph
Mike Morgan

Coach and Bus Week is available only by pre-paid subscription.
Domestic subscription rate is £45 per year; Europe £85 and worldwide air mail £115. All rates include postage.

Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy

Typesetting and origination:
Meridian Media Services Ltd, Orton Southgate, Peterborough.
Printing: William Gibbons & Son.

© Emap Response 1992

ABC
MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS
emap BUSINESS PUBLISHING

BUS

PTA anger as GMB is forced to split

By Mark Barton

TRANSPORT secretary John MacGregor sparked off a storm of protest from Greater Manchester PTA this week when he announced in the House of Commons that he intends to force the division of GM Buses into separate companies prior to privatisation.

Mr MacGregor delivered the shock news in a written answer to a question tabled by Sir Fergus Montgomery, MP for Altrincham and Sale. Although the minister did not say how many smaller companies he had directed GM Buses to be split into, GMPTA is quoting three.

The Department of Transport had commissioned financial giants Touche Ross to advise on the future shape of GM Buses. Although the contents of that report have not been made public, it is understood that its recommendations have added to the "shock and anger" felt by GMPTA's leaders.

In his contentious statement to the House, Mr MacGregor said: "I have today issued a direction to the Greater Manchester Passenger Transport Authority, the sole shareholder of Greater Manchester Buses Ltd, to produce a plan to divide the company into separate smaller companies. The direction is issued in accordance with section 61 of the Transport Act 1985 and the plan must be submitted to me by March 30 1993."

GMPTA chairman Councillor Joe Clarke accused the Government of reneging on commitments given by public transport minister Roger Freeman and said the PTA had wasted its time in discussions which had been entered into in good faith and which the minister's masters had treated with contempt.

"People should be in no doubt about the events which preceded this statement," said Mr Clarke in a hard-hitting response. "The Government has made no bones about the fact that their powers to split GM Buses have been used as a lever to make us sell the company which they have no legal powers to enforce. As long ago as July we told them we were willing to sell. Since then, we have kept ministers fully informed about our proposals for sale.

"On pensions, Mr Freeman told us he would discuss with colleagues our plea that GM Buses' employees should be allowed to stay in the local government pensions scheme after sale.

"On Section 61, he told us he recognised there were arguments "for and against" splitting. He had an open mind. He would take no hasty action. He would talk to us before taking any action. He thought it was more important to make progress on ownership change. He did not want to waste time discussing the case for and against splitting.

GM Buses: to be split in three?

"On ownership, the minister was interested in our proposal to sell the company jointly to its employees and outside investors. He was sympathetic and said that he would let us have his views within the next few weeks.

"Since then we have phoned and written letters asking for the minister's response. As recently as two weeks ago we met both the Secretary of State and the minister on other business. Nothing was said. In the meantime we have pressed ahead with plans for the sale and have already spent thousands of pounds in preparation. Ministers knew this and presumably also knew that this expenditure would be wasted.

"We have warned the Department of Transport that splitting up GM Buses would make a bad situation worse. We already have over 68 bus operators in the county. They want to split GM Buses into three separate companies. Why does Greater Manchester want 71 operators? Perhaps it wants to sell the parts to the company's competitors who regularly beat a path to the minister's door."

With more than 1,700 vehicles, GM Buses is one of the country's largest single bus operating companies. Mr MacGregor said he had decided to force a split of the company "to bring the full benefits of bus deregulation" to bus passengers in Greater Manchester.

"The very size of Greater Manchester Buses has tended to inhibit competition between operators and I am convinced that dividing the company into smaller units will bring better services to passengers. I look to the PTA, using its expertise on public transport matters and local knowledge, to produce a workable plan to achieve the division of Greater Manchester Buses," he said.

BUS

PTC sales warning

IN the same controversial statement to Parliament, Mr MacGregor also reinforced the Government's commitment to return publicly- owned PTCs to the private sector.

Mr MacGregor said he would "like to remind local authorities that, if they sell their PTCs by December 31 1993, they will be able to devote the proceeds to projects such as the improvement of public transport: "After that date 50 per cent of the proceeds will have to be used for the reduction of their debt. I trust this will encourage the sale of the remaining PTCs before we fulfil our manifesto commitment to make their sale compulsory." Mr MacGregor also announced the time limit for pension arrangements for employees of six local authority bus companies where a single tender management/employee buy-out had already been agreed had been extended by six months to June 1993.

Those six companies are Merseyside Transport; South Yorkshire Transport; Hartlepool Transport; Brighton Borough Transport; Preston Borough Transport; and Southampton City Transport. Consent was also given to Fylde Borough Transport but the management buy-out team proposed to seek pension arrangements in the private sector.

The sales of remaining PTCs are now expected to be by open competition, not by single tender buy-out teams.

■ Strathclyde and Merseybus sales Pages 7 & 9.

COACH

Coastline awaits result of High Court review

STAGECOACH subsidiary Southdown - now renamed Sussex Coastline - was last week waiting for results of a High Court review after being accused of being anti-competitive.

Judge Auld decided to reserve judgement after hearing evidence in the High Court. Southdown contests the area which the Office of Fair Trading decided to refer to the Monopolies and Mergers Commission, explained managing director Brian Cox. "The whole issue revolves around paragraph 6.2 of the Competition Act," said Mr Cox. "We contend that the OFT should not be referring to the MMC an area wider than routes 242 and 262 in Bognor, on which we are alleged to have been anti-competitive." He said the MMC was being asked to look at the situation in the whole of Bognor, although Southdown's competition with Easy Rider minibuses was restricted to just two routes in the town.

"It's a very similar argument to that of South Yorkshire Transport, who say their monopoly was tested in too small an area. In our case, we believe the MMC will be looking at too wide an area," he told Coach and Bus Week.

"The rules need to be set out quite clearly. A precedent is so important. There may be a lot more cases in future." CBW

COACH

Refugees get return pledge

C & G Coaches last week returned from two weeks in war-torn Yugoslavia vowing to return to collect 175 refugees.

The Cambridgeshire firm's senior partner, Carol Day, got national TV coverage when she and her husband Bob stayed behind at the Austrian border, waiting for visas for hungry and shell-shocked exiles.

Eventually, the coach returned from the 2,700-mile trek with just six close relatives of people already in Britain.

By Mark Williams

Mrs Day now says she is appalled at the way immigration authorities changed the visa requirements at the eleventh hour and claims charity workers were misled by an MP into believing the new rules would not apply.

"When the new visa requirements came into force, we were not sure whether to go but we were encouraged with the assurance that, because the trip was already organised, special dispensation had been given," she told *Coach and Bus Week*. "The visa applications we took to London were all turned down, without indication of the grounds for refusal."

Mrs Day said thousands of refugees were gathered in camps near the border at Wurzen with all their remaining possessions in a carrier bag.

Many released from concentration camps are emaciated, children under-nourished and one man was so traumatised, he could not speak.

C & G Coaches' drivers and a 'rescue' team from Alert ready to set off to the Yugoslav border

"These are genuine refugees," said Mrs Day. "We must take our share of the burden...the rest of Europe already has. C & G will be going back the moment more visa applications are accepted."

The Scania Van Hool Alizee C & G used was sponsored partly by Scania, and by other fundraising in the local community.

■ Our apologies to Mrs Day for describing her as the wife, as opposed to the partner, of Graham Elwood in last week's Albatross story.

COACH AND BUS

MAN still going for the low-floor market

UNDETERRED by the success of Dennis and Wright with the first order for low-floor buses in the UK, German manufacturer, MAN, remains convinced that this is one of three niche markets which offer opportunity for market growth.

The MAN range of Niederflurbusse (low-floor bus) includes NM 152 midi, NL 202 standard-length and NG 272 articulated. Although offered as a complete vehicle, the NL 202 has been demonstrated in the UK with Berkhof bodywork.

Dr Jurgen Knorpp, the recently appointed managing director of MAN Truck and Bus UK Ltd, said: "We are looking for specific market niches to go for rather than target market share."

Spurred on by an order for 41 Optare Vectas on MAN 11.190 for North East Buses, Dr Knorpp confirmed that other developments in the UK depend on similar partnerships with bodybuilders.

Dr Jurgen Knorpp

"However it's too early to make any announcements. We need more time to talk to other people."

While MAN's home market is largely committed to complete vehicles, the UK's preference for separate body and chassis supply has been recognised by the wholly-owned UK subsidiary.

Dr Knorpp said: "It's because of cost and back-up. The UK cannot afford the price."

Nevertheless, Dr Knorpp remained unruffled by the effects of currency fluctuations on MAN's renewed strategy which targets 50 UK PSV sales next year - rising to 90 in 1994.

He said: "We must take a long-term view. The market may have devalued the pound by 15 per cent now, but we expect the exchange rate to level out at DM 2.55 next year.

"Consequently price increases will be held at six per cent. This pressure on prices is another excuse to look at costs."

In looking for new opportunities MAN is effectively making a new start in the UK. It will continue to focus on the coach sector through Berkhof, Caetano and Jonckheere with 11.190, 16.290 and 16.360 chassis.

Dr Knorpp said: "I am absolutely concerned that we have a good start. I'm especially concerned that all our operators get a good service - the quantity comes there after.

"All our network will be capable of servicing coaches and buses. We have 13 specialist dealers in addition to 32 truck dealers and 10 service dealers."

"THEY SAY TIME AND TIDE WAIT FOR NO MAN BUT WE WILL HAVE TO WAIT FOR THE RIGHT TIME AND TIDE"

BUS

TWOC staff win at last

FURTHER legal action now seems unlikely in the Tyne and Wear Omnibus dismissal case (Coach and Bus Week, June 27) after agreement in the industrial tribunal court on the level of compensation for 21 drivers judged to have been unfairly dismissed by Busways Travel.

Tribunal chairman Mr P Goodall had condemned Busways' "elaborate charade" of applying for jobs and stated that Tyne and Wear Omnibus employees became Busways employees and were entitled to be considered for transfer to other driving posts.

The case had been fronted by Harry Stewart, now managing director of Welcome Passenger Services and John Bell, who now also works for Welcome on behalf of 19 other redundant drivers.

Compensation was assessed on the basis that Busways was filling 36 driving vacancies and there were 155 redundant drivers from Tyne and Wear Omnibus.

Consequently the tribunal lowered the maximum payout available to $^{36}/_{155ths}$ of the £8,000 maximum in force at the time. Harry Stewart said none was going to be able to retire on the settlement. "After all the calculations are completed, most people will end up with less than £2,000 which is pretty poor when Busways was so comprehensively wrong in what it did," he said. CBW

NEWS

■ SOUTH Wales Transport has introduced a Code of Conduct for its drivers in Swansea to alleviate problems with the new pedestrian priority system in the city centre. SWT changed routes and is now restricted to 8.5 -metre vehicles because of the new traffic system, but is anxious to maintain traffic flow.

■ MERSEYTRAVEL is preparing plans for a Women's Safe Transport scheme in the Wirral, with the co-operation of Wirral Safer Cities. The transport executive is currently checking the legality of providing such a service but is hoping that a bookable door-to-door one will be available.

■ METROLINE has extended route 302 to reach Notting Hill Gate, providing better integration with the Tube. Additionally, 302 and service 52 will run during all opening hours of Sainsburys superstore, giving service extensions on Saturday evenings and Sundays.

■ ROAD pricing is being backed to control congestion by Transport Secretary John MacGregor. Speaking at a conference, he said he still had an open mind but that road pricing was an alternative to 'gridlock.' He said all road pricing options were being examined in a three-year study by the DoT, and trials may take place outside of London... perhaps Cambridge or Bristol.

■ BRITAIN'S best-known bus enthusiast society, the PSV Circle, celebrates its golden jubilee next year. The society was founded in 1943 by a small group of enthusiasts in London, and expanded to reach a total membership of nearly 2,500 - a figure which has remained constant over the past few years. Celebrations planned include a Jubilee Rally at the Bristol Festival of Transport in August.

■ SEM Engineering has sold its first Renault Trafic high-top converted to mobility bus use. The Basildon firm has built three for Davis Garages, which has cornered a market in mobility vehicles for local councils and charities. The Canterbury-branded vehicle has 12 seats, five of which can be removed and replaced with wheelchairs secured in Unwin tracking. A Rolac ramp provides access.

■ BUS

Metroline moves on

By Mike Morgan

LONDON Buses subsidiary, Metroline, is rationalising its north west London operations in preparation for future rounds of route tendering while putting the company in shape for forthcoming privatisation.

A low-cost out-station similar to that at North Wembley will replace Edgware garage and, in a reverse move, buses will move to enlarged facilities at Cricklewood which will re-open just three years after operations were transferred to Edgware.

Managing director Declan O'Farrell said: "A thorough review of all aspects of Metroline's operations confirms that the costs involved in operating Edgware Garage on the current basis are too high if we are to remain competitive with other bus companies who run services in the area. The changes will put Metroline in better shape to meet the challenges the company will face in the future."

A small number of anticipated job losses will be dealt with through voluntary redundancy and natural wastage.

■ COACH AND BUS

Volvo extends warranty cover

VOLVO has extended its 12-month unlimited mileage warranty to include free first and second services and free driveline (engine, gearbox, axle) cover for the second year on new coach and bus purchases.

Vehicles under warranty will get free recovery and tow-in to the nearest approved service outlet anywhere in western Europe under the Action Service Europe scheme. This service will also extend to second year vehicles suffering failures to exchange engines and gearboxes covered by warranty, even if the vehicle itself is out of cover.

The company is also offering coach operators three, four and five-year contracted maintenance to aid in budgeting.

More Falcons due for CityBus

■ BUS

CityBus orders more as Kinch faces delay

MUNICIPALLY-owned Leicester CityBus has increased its order for new vehicles to ten after an improvement in finances.

More East Lancs-bodied Dennis Falcons are due next year and follow the successful introduction of six similar vehicles last year.

Nine Renault S56 midibuses were delivered new to the company this year.

Managing director Geoffrey Hilditch said the company was undeterred by competition from independent Gilbert Kinch.

"CityBus is now paying its way and we've introduced some heavy works facilities as an investment for the future," he said.

Gilbert Kinch's expansion in Leicester (Coach and Bus Week, October 17) has been postponed for a month as accommodation problems at his Barrow base preclude an immediate fleet increase.

Nevertheless the company has just bought eight Leyland Titan deckers from London Buses and hopes to have these in service for the new Rusheymede route on January 1.

Gilbert Kinch said the haulage company which was moving out of his premises had taken longer than planned to find a new base.

"We said originally that we would introduce a new route every three months, so we are still on target. Our Beaumont Leys route in Leicester is still building up custom even though competition from Leicester CityBus is quite heavy."

Steven Norris

■ BUS

Norris defends LT investment

STEVEN Norris, Minister for Transport in London, has replied to criticism of the Chancellor's Autumn Statement and its implications for London Transport.

In a letter to London MPs Mr Norris defended the Government's investment record in the capital. He claims that the Autumn Statement provides sufficient investment for buses and allows London Underground investment to remain on a firmly rising curve with provision for the Jubilee Line extension. "There are not many areas of public investment of which the same can be said."

Mr Norris challenged LT's demands for £700-750 million investment annually in London Underground. He said: "In the current economic climate, it is not possible to justify a settlement.

"I have concentrated on London Underground, partly because this is where the majority of LT capital expenditure is incurred and partly because it is our intention to privatise the LBL subsidiaries in advance of deregulation.

The responsibility for funding their capital investment programmes will, of course, pass from the Government to their new owners." CBW

■ COACH AND BUS

Merseybus sale go-ahead soon

Sale agreement expected

By Andrew Jarosz

AGREEMENT could be reached this week on the sale of Merseyside Travel, which trades as Merseybus - after the entire workforce is balloted on the buy-out prospectus and company directors meet Merseyside PTE the current sole shareholder.

The Government has given Merseybus the prerogative of keeping most of its employees in the Local Government Superannuation Scheme provided the company sale is completed by the end of the year.

But Merseyside PTE has always insisted that the company opts into its Solo ticketing scheme. Merseybus had been holding out to maintain a competitive edge with its own prepaid tickets.

Putting together a buyout package has also been difficult because the company is still losing money, although the appointment of new managing director Peter Coombes has stemmed the outflow of funds to a certain extent.

The current package values the 1,000-vehicle operator at about £5.6 million, with ownership being shared equally by the entire workforce through an Employee Share Ownership Plan.

The low sale price is believed to reflect a continuing commitment to pension rights and the adverse trading situation which is expected to result in a loss of £2.4 million for year 1991/92 on top of a loss of £8.2 million for the previous year.

Mr Coombes has proposed a new action plan to save at least £2 million, which would involve changes in productivity and a possible worsening of pay and conditions.

"Unfortunately changes need to be made by whoever owns the business. Nobody is trading profitably on Merseyside and action must be taken to cut costs in line with falling income," he said.

He was confident, however, that the company would come through the recession with most jobs secure. "As a company we were going bust and now we are very much back in the game."

The results of the workforce ballot is expected this week and if positive will enable the company directors to finalise the sale with the PTE.

New MD Coombes is fighting to contain £0.5m losses

Peter Coombes

PETER Coombes' economy plan comes in the light of mounting losses at Merseybus, as the company's streamlining plans are further hit by the recession.

He said the company had been hoping to achieve a modest profit in the current financial year but that the recessionary trend would probably lead to a loss of between £500,000 and one million pounds.

His action plan proposes the introduction of a new starters pay rate of £3.92, which is £1 less than the current full-time rate. A profit-related tax free pay scheme is proposed for existing staff.

The plan argues that, in the current financial climate, all increases in pay rates should be financed by productivity agreements and that, if the company performs better than forecast, a significant proportion of any improvement should be paid out as profit-related pay.

It argues that every aspect of operation must be put under the microscope and suggests savings on uniform issue, savings on canteens, assault pay and non-manual staff.

Absentee rates at garages other than Southport are condemned and changes are promised if there is no improvement.

Other changes which were considered but are not being implemented are the closure of canteens and the abandoning of the road system of duties in Liverpool.

MBO 'most democratic'

THE Merseybus buyout plan, which has the total support of all the senior trade union representatives, claims to be the most democratic of all employee-led buyouts to date.

A circular published by the ESOP (Employee Share Ownership Plan) Committee compares current plans with those in operation at Yorkshire Rider, Busways, West Midlands Travel and Chesterfield Transport and claims that in seven basic comparisons the Mersey plans are the best.

All of the company shares will be available to employees, with 99 per cent distributed on day one.

The plan envisages as little as one per cent of shares held in trust with no special share arrangement for directors. (West Midlands Travel has 25 per cent permanently in trust, and Chesterfield has no additional shares for directors although the others have up to 51 per cent owned by a management team).

The company plans to have 11 directors of which five will be employee directors (only Busways approaches this with five directors of which two are employees.

Alone of the five, Merseybus employees will make decisions on major issues. CBW

BUY-OUT NEWS

Almost there

Ballot to be crucial stage

NOW IT REALLY IS TIME TO CHOOSE!

The ESOP circular

■ VOLVO is offering remanufactured versions of its 245 bhp TDH100EC engine to Leyland Tiger operators looking to replace their existing TL11 engines. At present only available for Tigers with the ZF manual gearbox, versions to suit other transmissions will follow. The new engines can be fitted by any Volvo franchised workshop.

■ BUSES have been banned from part of Bexleyheath Broadway. London Transport is believed to be lodging objections to the ban, which send buses along roads considered unsuitable for heavy vehicles. An alternative plan to make the area one-way was rejected.

■ THE Department of Trade and Industry is to investigate changes in company law - hoping to simplify private company legislation and reviewing Part 10 of the Companies Act which deals with enforcement of directors' share dealings. Another are under the microscope is Section 151, limiting or prohibiting companies from assisting in share sales outside of the company.

■ SOUTHAMPTON Citybus is naming all its vehicles after ships from the city's seafaring past. The novel idea - marked by Red Funnel captain Ken Edwards christening an East Lancs Atlantean 'Netley Castle' - will take about a month to complete, honouring 150 of Southampton's vessels past and present.

■ EAST London Bus and Coach was runner-up in an ICI-sponsored Livery of the Year Award. Its Docklands Express design was commended for giving good route information without destroying the London's 'red bus' image. Commercial director Barry Arnold collected the award at the Park Lane Hotel ceremony.

■ GREATER Manchester Passenger Transport Executive is carrying out its most intensive survey of passengers' travel habits in central Manchester since 1976. Questionnaires are being given out to bus, rail and Metrolink passengers and information collected will lead to planning a variety of projects including central bus termini, future Metrolink extensions and possible park-and-ride sites.

YEATES

1980 Volvo B58 Duple Dominant Coach, 57 Seats **£12,000**

1980 Chassis 1991 Willowbrook Warrior Bus, 49 seats, 20 standees, retrimmed seating, semi-automatic **£35,000**

1985 Bedford YNV Paramount, 53 reclining seats..... **£32,500**

1982 Bedford YNT Dominant Express, 53 seats..... **£8,750**

1978 Bedford YMT Plaxton Supreme, 53 seats **£4,000**

1990 Toyota Optimo, choice, 19 or 21 seats..... **£31,250**

1988 Toyota Optimo, choice of 18 or 21 seats **£23,500**

1989 Mercedes 407D, 15 seats, white exterior **£14,250**

1974 Ford R1014 Willowbrook, 45 seat bus ..... **£OFFERS**

Also available from stock based upon Volvo B10M GL Chassis for immediate delivery:- New Plaxton Excalibur, 53 reclining seats or 49/53, central demountable toilet; Paramount 3200, pannier lockers with Telma retarder, 53 reclining seats and crew seat.

COME AND VIEW OUR COMPREHENSIVE STOCK

A WARM WELCOME AWAITING

OR

PHONE YOUR YEATES MAN TODAY

Loughborough	Derek Taylor	0509 217777	
Scotland/North England	Gerry Johnson	091 388 5875	Car 0860 309561
N West/W Mids/N Wales/S & W Yorks	Philip Illingworth	0909 731749	Car 0860 229247
East Mids/Oxford/East Anglia	Dennis Brown	0509 412897	Car 0860 547960
South Wales/S West/Hereford	David Edwards	0656 662067	Car 0860 547961
London/South East	Tony Redford	0442 211611	Car 0860 821694
Municipal/PTE/Independent Bus Ops	Doug Woods	0993 842752	Car 0860 515861

YEATES BUS AND COACH LTD

VOLVO

Loughborough
Leics LE11 0HP

PLAXTON
Coach & Bus

Phone: 0509 217777
Fax: 0509 239362

■ COACH AND BUS

MEBO bid accepted by Lang

Strathclyde Buses managing director and chief executive John Churchill has go ahead

A £30.6 MILLION management and employee buyout bid for Glasgow-based Strathclyde Buses Ltd has been accepted by the Secretary of State for Scotland, the Rt Hon Ian Lang MP. This is the third privatisation of a Scottish Regional Council-owned bus company - Grampian was sold in 1989 and Tayside in 1991.

Union support for the buyout was expected this week, leaving the way open for completion of the deal before December 31 so that the 2,600 workforce can retain their local government pension rights. The new company, Strathclyde Buses (Holdings) Ltd, may expand its 700-vehicle operation into central Scotland.

James Douglas-Hamilton MP, minister responsible for roads and transport at the Scottish Office, said: "The company's move to the private sector will further serve the interests of the travelling public by strengthening competition between bus companies in the Strathclyde area."

By Mike Morgan

The MEBO success has stopped SBL from falling into the hands of Stagecoach which earlier this year sold its Glasgow-based Magicbus subsidiary to Kelvin Central. This surprise move was widely believed to leave the ground clear for Stagecoach to bid for SBL should it be put out to competitive tender (*Coach and Bus Week* April 18).

A £28.1 million MEBO offer was turned down by the Scottish Secretary in August when Mr Lang claimed an open-market sale would raise a higher bid. Stagecoach protested that a MEBO would undervalue the company.

The subsequent increase to £30.6 million follows the disastrous fire which destroyed 60 buses. New for old insurance cover resulted in a higher capital valuation following the SBL order for 52 Alexander-bodied Leyland Olympians.

Sale of Lothian Region Transport, the fourth and final public transport company privatisation in Scotland, is being delayed by Labour opposition. However, the Scottish Office says the Government will take powers to force the sale of all local authority-owned bus companies in Britain which means the Edinburgh-based company may be open to bids from the end of the year. Although Stagecoach says it is interested in a bid for LRT, its move into the Scottish capital may be blocked if the Government decides that the sale meets "exceptional circumstances".

■ BUS

MMC appeal starts in the Lords

SOUTH Yorkshire Transport was facing the fourth round in its fight with the Department of Trade and Industry and the Monopolies and Mergers Commission this week.

The DTI/MMC appeal to the House of Lords to uphold the MMC judgement that SYT was operating against the public interest by acquiring a number of competing companies in the autumn of 1989 began on Tuesday.

The then Secretary of State for Trade and Industry, Peter Lilley, decreed in August 1990 that SYT should sell its SUT subsidiary which had by then amalgamated the interests of Sheaf Line, Sheffield & District, SUT and the routes of Groves Coaches.

SYT was granted a judicial review of the decision in February 1991 where Justice Otton ruled in the High Court that the MMC had acted outside its powers.

SUT - the DTI wanted it sold in 1990

Mr Lilley subsequently took the case to the Court of Appeal in November 1991, but three judges led by Lord Donaldson, Master of the Rolls, re-iterated Justice Otton's judgement. They also turned down an MMC/DTI application for leave to appeal to the Lords.

But the Government insisted on having the case heard again in the highest court of the land and on Tuesday it presented its appeal to five Law Lords.

The impasse in the SYT case has also held up reviews of MMC decisions against both Caldaire North East and Stagecoach in the Trimdon and Hastings cases, where both companies were ordered to dispose of all or part of their acquisitions.

A decision in the SYT case is understood to be reserved and it is unlikely that an announcement will be made before the end of this year. If the Law Lords uphold the judgements of the two courts below them, it is unlikely that the Government will be able to prevent local takeovers or mergers without amending the law, as no further appeal against the House of Lords decision can be made. **CBW**

OBITUARIES

■ GEORGE Carruthers OBE - a well-known figure in the bus industry for 46 years - has died aged 74.

Mr Carruthers joined Eastern Counties in 1946 after reaching the rank of major during the war years. He had a stint as traffic manager at Wilts & Dorset Motor Services, joining Hants & Dorset when the two merged.

He moved to United Welsh in 1967 as director and general manager, then held directorships in several bus companies as the NBC came into being. In April '73 he was appointed group executive of PR and in 1974, group executive of manpower. By '81, he was deputy chief executive.

Mr Carruthers held several chairman's posts within the wider industry - of the European Conference of Bus and Coach Operators; the Confederation of Road Passenger Transport Employers; and the National Council of the Omnibus Industry.

Mr Carruthers was known for his commitment to training and it was his work in industrial relations and EEC transport matters which led to his OBE in the Birthday Honours in 1979. He retired in 1982.

■ HOWARD Homer, director of Hi-Lite Travel of Lye, West Midlands, has died aged 69. His experience in the industry spanned 50 years, having been founder of Homer's Coaches. The firm changed its trading name to Hi-lite Travel ten years ago and became a limited company earlier this year.

■ 'DOLL' Spring, of Springs of Evesham, died last week after spending 52 years working in the industry alongside her husband Roy Spring.

Mrs Spring - Christened Dorothy Linda - had her first public transport job when her husband owned a taxi firm. As the business progressed to coaching, she ran all aspects of the office.

Mrs Spring is survived by her husband, daughter Pamela, son Graham, together with four grandsons.

■ BUS

Turner hits out at critics

DEREK Turner, London's traffic director, hit out at critics of the Red Route scheme who have claimed that the routes are bad for parking and bad for local businesses.

Speaking at the seminar on the Red Route Network, organised by the Institution of Civil Engineers at London's Press Centre, he said: "Despite misinformation in the press, Red Routes are not about increasing traffic speed or volumes - neither are they about putting traders out of business and banning loading and parking.

"On the contrary, Red Routes help local deliveries and services and are being designed with full consultation with the local London authorities. The aim is to replace the system of restrictive yellow lines which were laid down in the sixties and now bear no relation to local and traffic needs in the capital.

"Red Routes are about striking a balance and involve a re-allocation of road space to stop illegal parking and off-route rat-running for the efficient flow of traffic such as buses, the safety of pedestrians and cyclists, improving legal loading and parking, and improving the environment - to show that buses are the unsung heroes of London Transport."

He said Red Routes only used 'no stopping' red lines where a stationary vehicle would cause danger or a blockage. Elsewhere, stopping is allowed - for parking, loading and unloading, at various times in boxes marked clearly on the road.

Over its 12.5 km length, the Red Route pilot has introduced 620 new free short-term parking spaces, 1,200 stopping places in 200 marked bays, 132 entry treatments built on side roads, four new cycle crossing points approved and funded, 17 new and improved pedestrian crossing points - and has increased 2.9 km of bus lanes to 5.02km.

■ BUS AND RAIL

Freeman pledge to review dereg

Roger Freeman

By Richard Simpson

SIX years after deregulation, public transport minister Roger Freeman has promised a review of the process with a consultative paper being sent to bus companies and local authorities. but the privatisation process is to continue with sales expected next year.

Addressing a seminar of bus operators hosted by passenger information specialists Pindar on the subject of rail privatisation, Mr Freeman emphasised his continuing support for the bus industry.

"The bus must play a greater role in towns and cities. We are not going to see a return to the days of the bus grant but the Government will continue to provide resource cover for bus priority measures."

Operators would be given the opportunity to comment on matters such as service registrations, the activities of the Office of Fair Trading and the traffic commissioners. (*Coach and Bus Week*, November 7). "We want to know how dere-gulation is working and where there is a need we will change it," Mr Freeman said.

The minister said he wanted to see more pro-active intervention by the authorities in the city centres, and warned operators "At the bottom end of the market" that they would face increasingly rigorous enforcement of environmental and safety standards.

The Government remained committed to private ownership. It hoped sales of companies remaining in local authority hands would progress on a voluntary basis next year.

"Management buyout teams cannot be given sole bidder status - but they can be given some preference and surrounding monopoly predators can be excluded," he said.

Turning to rail, Mr Freeman said his vision of the future was InterCity expanding and abstracting passengers from shuttle flights.

He wanted to see more experimentation with fares, and expressed himself "Delighted by the Super Apex initiative."

The ease of use and comfort of commuter services should be raised to a "Uniform high standard."

The Government could not guarantee the survival of every line, but the subsidy of Regional Railways would continue.

On privatisation, the minister said: "The challenge is to introduce the private sector without losing the national network."

To this end, the infrastructure would remain in state hands under the Railtrack authority. Proposals for passenger franchises, at first on a small proportion of simple routes where there was proven interest, would be published in January, and franchising proper would start in 1994.

Railtrack would control all timetables and cross-ticketing retained. Railtrack would have the powers to intervene operationally, for example if a line was blocked by a private operator's broken-down train.

■ BUS

Consensus over Red Routes

DESPITE initially bad publicity, a consensus is emerging on London's Red Route networks, according to Richard Smith, corporate planning and policy manager for London Transport.

Speaking at a London seminar on the Red Route Network organised by the Institution of Civil Engineers in co-operation with the Institution of Highways and Transportation, Mr Smith emphasised the current overloading of London's highway and rail networks.

"On the one hand it is now generally accepted that major road construction is not an appropriate solution, while on the other new rail construction takes time and for many journeys rail is not a viable option," he said. "Given this a broad consensus has emerged which seeks better use of the existing road network together with an enhanced role for buses."

Mr Smith praised the Red Route pilot in north London, saying it had shown that buses could gain from rationalisation of highway use.

Buses have gained speed, reliability and patronage

"The pilot has benefitted general traffic journey time despite higher traffic flows. Similarly buses have gained, with speeds, reliability and patronage all improved. But buses could gain more while still leaving benefits to other traffic.

"The correct balance should be further considered and, if resources are not wasted on congested streets, they can be used to improve services even more."

On the Red Route pilot scheme bus lanes have been increased from 2.9 km to 5.02 km - and bus journey times have become quicker at all times of the day in both directions. For example, on the A1 northbound, evening peak period journey times have been cut from 42 to 30 minutes - a 29 per cent reduction.

Bus reliability has increased 60 per cent northbound and 30 per cent southbound. On route 43, there have been 8,700 extra passengers a week buying tickets and using passes, representing a 8.8 per cent increase in patronage.

"London Transport has identified a further 400 miles of road needing protection. There is a need for consistency in a London-wide initiative and London Transport welcomes the commitment by ministers to a further network to help buses, particularly in the central area where bus flows are the greatest," Mr Smith said.

If London's roads are to be used to greatest effect, buses need high priority, reflecting the large numbers of passengers they carry."

CBW

THE NETWORK THAT WORKS FOR YOU!

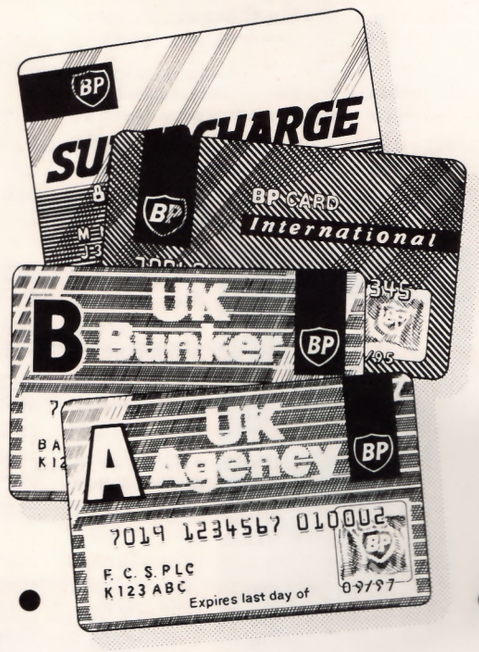
No matter what sort of commercial fleet you operate, BP Fuel Cards offer you more where it matters – on the road.

- 7 BP Truckstops where the driver comes first, with superb refuelling facilities, excellent restaurants and well-stocked shops.
- 26 strategically placed Motorway Service Areas.
- 300 Bunker sites on major trunk routes, all with high speed diesel pumps and easy access for the largest HGV's.
- 4,500 Agency sites, covering trunk routes and minor roads, many open 24 hours, offering a wide range of services.

At every BP site you'll find consistently high standards, fast friendly service plus top-class facilities and products. Your drivers will find it quick and convenient to pick up fuel on the road, thereby saving your company time and money. Also the regular flow of comprehensive management information ensures that you maintain control over all transactions.

With a BP Fuel Card, your fleet is working in partnership with BP to meet your logistical needs, economically and efficiently.

We'd like to tell you what BP Fuel Cards could do for YOUR business. Simply complete the coupon or phone us on the telephone number below.



I'd like to review my fleet fuel buying options. I attach brief details of my fleet to help you make your recommendations. (Please print details).

CB 28/11

Name

Position

Company

Address

Postcode

Telephone no.

Parent/Holding Co name

Number of years trading

Type of fleet (specify number of vehicles in the following categories)

HGV's Cars Vans PSV's Taxis

Do you refuel *(tick)* Locally ☐ Nationally ☐ Internationally ☐

Do you have bulk fuel tanks *(tick)* No ☐ Yes ☐

If 'yes' are they Motor Spirit ☐ Diesel ☐

Current payment method for on-the-road refuelling

Cash ☐ Garage account ☐

Name of Fuel Card Name of Credit Card

Name of any other card used

Send Coupon to: Deo Mealy, Commercial Transport Marketing – 2A92, BP Oil UK Limited, FREEPOST, BP House, Breakspear Way, Hemel Hempstead, Herts HP2 4BR. Or call Freephone 0800 585104

BP

ON THE MOVE

■ COVER STORY

MAN Lion roars in Euro coach market

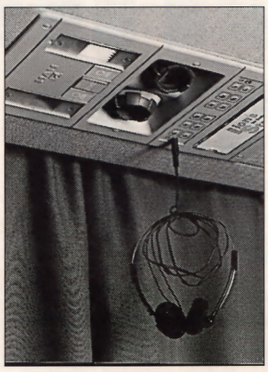
By Mike Morgan

MAN, the German coach and bus manufacturer introduced its new integral coach at a lavish launch in southern Spain last week. The new coach, Lion's Star, follows in the tracks of Kassbohrer and Mercedes-Benz with the emphasis on safety and high power in a high-spec package.

This pride of the MAN pack has been geared to improve the lacklustre sales of its predecessor in its home market and increase market share in key export markets, including the new eastern federal states.

Standard spec prices are expected to be lower than Setra 300 series or Mercedes 0401 at around DM 525,000 - equivalent to £223,404 at current exchange rates. However, it is unlikely to be sold in the UK.

Mechanical options are restricted to ZF 85 180 eight-speed gearbox with either manual or AUS semi-automatic gear selection. The rear-mounted engine is the 420 bhp six-cylinder turbocharged and intercooled diesel which is also fitted in the MAN truck range.



Four channel audio

Chief designer, Professor Wolfgang Kraus, told *Coach and Bus Week*: "MAN has a good reputation in the truck market but for the new coach we needed to establish the look of a large private car."

Professor Kraus's design brief was to give the new Lion's Star 3.53-metre FRH 422 increased market appeal. This has been achieved by close attention to detail within a much smoother profile. A normal height version will follow.

MAN's share of the German city and inter-city bus market is over 30 per cent, but coach market share is just six per cent. Dr Gunther Dietz, sales and service director, said: "This new touring coach has good possibilities of boosting our sales in Germany and in several neighbouring European countries such as Austria, Switzerland, the Netherlands and Luxembourg."

PSV production at MAN's Salzgitter plant is on a rising curve - up 40 per cent over the last two years to an expected 2,500 vehicles this year. After the company's DM 45 million investment Dr Dietz says the stage is set for increasing output further from eight to ten per day. Lion's Star sales are expected to rise from around 200 next year to 300 in 1994.

Dr Dietz announced a new 24-hour after-sales back-up structure to support the Lion's Star. MAN has 900 service outlets throughout western Europe.

The new coach breaks with German tradition by having a flat floor which allows two-plus-one seating and a variety of executive layouts.

Novel interior fittings include a between seats folding table and a four-channel audio system. A fully integrated heating and air-conditioning system has air intakes on the rear of the roof, whereas extraction vents are in the area of partial vacuum above the front doors.

Safety has a high priority in the new design. Roll-over strength meeting ECE R66 is achieved by using vertical single-piece window posts reinforced by insertion of an additional rectangular tube. In addition the vehicle incorporates a wide range of active safety measures - front disc brakes, Voith hydraulic retarder, anti-lock braking and anti-skid regulation.

MAN claims that the coach's running gear can withstand a tyre blow-out at 100 km/h with minimum deviation and no exaggerated reaction forces at the steering wheel.

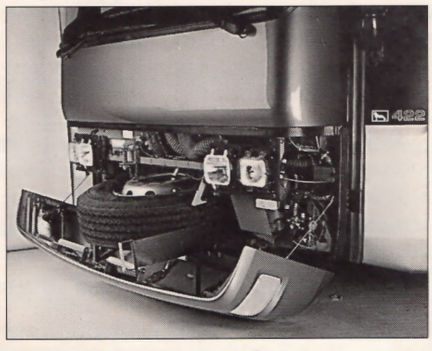
A collision plate is mounted at the front to protect the steering gear. Passenger seats can be fitted with lap belts and both driver and co-driver seats have lap and diagonal belts.

Fuel economy and low exhaust emissions meeting Euro 1 standard are claimed for the 420 bhp engine. MAN claims rapid progress even in mountainous terrain while an eight-speed gearbox allows optimum performance from an engine which delivers peak torque, 1,276 lbf ft, between 1,100 and 1,500 rpm. Drag co-efficiency measured in wind-tunnel tests is 0.41.

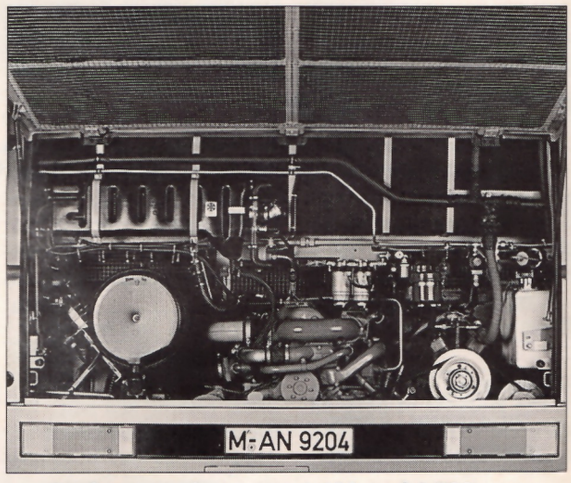
● MAN says touring coaches are more fuel efficient than competing modes of transport. A coach with only 20 passengers (45 per cent load) consumes the equivalent of 1.5 litres of fuel per person per 100 km.

The European ICE high-speed train uses 2.4 litres per person per 100 km with a 54 per cent load (4.9 litres for a 33 per cent load), but a plane requires two or three times this quantity of fuel for a journey of over 500 km.

Two-plus-one seating optional



Neat stowage for spare



Peak torque between 1,100 and 1,500 rpm

MAN's Lion's Star - emphasis on safety and high power in a high-spec package

HYNDBURN TRANSPORT LTD

Leyland Atlantean ('W' Reg)

'OPEN-TOPPER'

Excellent condition

OFFERS

Fax/Tel: Syd Woods 0254 391209

Hyndburn Transport, Accrington, Lancs

SAFE T PLUS® 'STEERING CONTROLS'

It handles everything thrown at you...

SIDEWINDS, The powerful shove of a passing truck. Safe-T-Plus helps you stay in your lane.

PAVEMENT DROPS, The sharp dip into a soft shoulder. With Safe-T-Plus, you remain steady, level, in control.

BLOWOUTS, The sudden pull on the front wheel can be dangerous. Safe-T-Plus helps you stop — without a swerve.

POT HOLES, They can give you a shocking jolt. But Safe-T-Plus helps you handle 'em safely.

RUTS & BUMPS, They're unexpected... maybe unavoidable. With Safe-T-Plus, you can handle them... easily.

... and gives you the driving control, safety and comfort you want.

With Safe-T-Plus, you can handle the unexpected road hazards. But Safe-T-Plus does more. It makes driving your motorhome more comfortable. More secure, more relaxing — which makes your total driving experience more enjoyable.

CAN BE FITTED TO ANY COACH

Quicklift, Unit 20, Abenbury Way, Wrexham Industrial Estate, Wrexham, North Wales LL13 9UZ

Tel: (0978) 661582. Fax: (0978) 661564

CONSISTENT VALUE AND QUALITY

STUART JOHNSON

BOVA

1984 **BOVA EUROPA MK III.** 53 reclining seats + courier, Webasto, radio/pa/cassette, rear continental door, MoT April 1993.

LEYLAND

1989 (F) LEYLAND TIGER (CUMMINS L10). Plaxton 3200, 6 speed ZF manual, Telma, 53 reclining seats, double glazed, radio/pa/cassette. Choice of 5 only. Current MoT's.

1990 (G) LEYLAND TIGER (CUMMINS L10). Plaxton 3200, ZF automatic, 53 reclining seats, double glazed, radio/pa/cassette. Choice of 2 only. Current MoT's.

1987 (D) LEYLAND TIGER (TL11-260). Jonckheere P50, 6 speed ZF (splitter), 50 reclining seats + courier, (re-trimmed Holdsworth moquette), curtains, rear continental door, N/S/R toilet. MoT June 1993.

1986 (C) LEYLAND TIGER (TL11-245). Plaxton 3500, 6 spd ZF, 53 recliners + courier, radio/PA/cassette, MoT April '93.

1982 (X) LEYLAND LEOPARD (5 speed semi-automatic) – Willowbrook 003, express doors, 44 seats + 8 standees. Current MoT.

1982 **LEYLAND LEOPARD** (5 spd semi automatic). **NEW.** Willowbrook service bus, 48 service seats plus 24 standees (detailed finish to customers instructions). New COIF.

MCW

1985 (B) MCW METROLINER. 72 seats, Voith automatic, Cummins 290 BHP, new MoT 11.11.93.

VOLVO

1990 (G) VOLVO B10M – Van Hool Alizee 'H', 6 speed ZF, Telma, 49 reclining seats + courier, footrests, centre toilet, double glazed, radio/pa/cassette. Choice of 2 only/both sold/current t MoT's.

1989 (F) VOLVO B10M – Van Hool Alizee 'H', 6 speed ZF, Telma, 49 reclining seats + courier, footrests, centre toilet, double glazed, radio/pa/cassette. Choice of 3 only. Current MoT's.

1988 (E) VOLVO B10M – Van Hool Alizee ZF automatic, 49 recliners + courier, centre sunken toilet, cont. door, current MoT.

1986 **VOLVO B10M –** Jonckheere Jubilee, 49 reclining seats + courier, rear sunken toilet plus full specification. Current MoT.

SCANIA

1990 (G) SCANIA K92 DUPLE 320 (SLX). 51 seats, plus courier, rear toilet, dble glazed, radio/PA/cassette, current MoT.

TOYOTA

1987 (D) TOTOYA OPTIMO, 19 seats + courier, radio/pa/cassette, full drawn curtains. MoT April 1993.

MERCEDES

1985 (B) MERCEDES 307D – Reeve Burgess High Roof, 12 high-back seats, radio. MoT February 1993.

For Better Business Contact:

STUART JOHNSON

WHITE HOUSE FARM, WELHAM

RETFORD, NOTTS DN22 0SJ

TEL: RETFORD 0777 702169 or 704920

FAX: RETFORD 0777 706912

STUART JOHNSON

Our care.
Your community.

This conversion is based on the Mercedes-Benz 508D. Further alternatives are available on the Mercedes-Benz range as well as the Renault, Leyland Daf and Ford ranges.

Pilcher-Greene is meeting the special needs of 'the caring society'...For 65 years we have led the way in special-purpose vehicle development. Because good community care calls for transportation that meets very special demands, we put equal care into every detail of your community vehicle design.

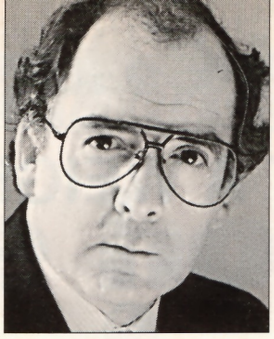
PILCHER GREENE

The Specialist Vehicle Builders

Pilcher-Greene Limited, Consort Way, Burgess Hill, West Sussex RH15 9NA. Tel: (0) 444 235707/9. Telex: 877102. Telefax: (0) 444 241730. Cables: AMBULAP Burgess Hill.

■ COACH AND BUS

Price of no progress



Sandy Glennie

By Richard Simpson

OPERATORS running fleets of older vehicles cannot expect manufacturers and importers to subsidise the production of small numbers of components to enable them to stay on the road.

That was the message from Volvo Bus managing director Sandy Glennie, who told *Coach and Bus Week* that he expected the market for new full-size coaches to reach an historic low next year.

Mr Glennie said: "If people want to run old buses, they will have to pay the price for new parts. We cannot subsidise the production of six or seven individual components for operators when our supplier wants a minimum order of several hundred."

On the coach side Mr Glennie was concerned that the rising age profile of the British fleet was leading operators to take unacceptable risks with reliability on international work.

"We are most concerned over the age of vehicles being sent to Europe. Any vehicle over seven years old is going to be very difficult to service.

"The dealers are not geared up to look after vehicles of that age and electrical systems are very different from country to country."

The consequences of a European breakdown, especially for a coach out of warranty, could be ruinous for an operator. "With weekend bans on truck movements in many European countries, dealers just aren't prepared to offer 24 hour a day seven day a week cover as we know it here."

Volvo had not entered the contest to supply low-floor buses for London (*Coach and Bus Week*, November 21) because it did not have a suitable product ready.

"We did not want to put an untried bus on the market," Mr Glennie said. "However, we will have a low-floor bus ready by 1996 by which time we expect the public transport situation to have deteriorated so badly that significant Government intervention will have taken place."

■ COACH AND BUS

Tester retires on health grounds

A VEHICLE tester at one of the London test stations has retired for health reasons after complaints that he was failing vehicles which should have passed.

This was revealed when open-top tour operator London Cityrama was called before the South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner for a poor maintenance record.

Reserving his decision, Brigadier Turner said he was disregarding any tests conducted by the man.

The man had left on medical grounds, but the suspicion was that it had something to do with testing.

■ **A full report appears in the Licensing and Legal section of this issue.**

■ COACH

Go Whittle's first Volvos

RON Whittle's Go Whittle operation has ordered its first Volvo coaches.

One of the best known coach operators in the country, Kidderminster-based Go Whittle, currently runs 48 vehicles. In recent years it has been one of Dennis' best coach customers and now runs 20 Javelins, plus two Darts, in its mixed fleet.

The three new 273 bhp Volvo B10Ms will be fitted with Plaxton Premier 3500 bodies. Specification is for continental tour work with 49 seats, toilet and centre continental door. The new vehicles will delivered in time for the 1993 season.

■ BUS

Kingston upon Hull goes for record book

MUNICIPAL Kingston upon Hull City Transport completed its longest-ever bus route this week - from John O'Groats to Lands End.

The company is hoping to be entered in the Guinness Book of Records after its 21-year-old exhibition Roe-bodied Leyland Atlantean bus (below) operated a hectic schedule between the two furthest-flung parts of Great Britain in aid of the Children in Need appeal.

Manned by a team of six which was led by KHCT driver Neil Birch and Connor & Graham driver Chris Bell, the bus left Scotland on Wednesday and reached Cornwall on Friday afternoon.

The team completed the 880 miles in 36 hours driving, making frequent stops en route to link up with BBC Television and local radio stations.

The venture attracted a range of sponsors, including Conoco, which supplied fuel for the trip.

■ **Diary: Page 19.**

■ COACH

Flights gets its new Volvos

FLIGHTS of Birmingham has the first two (above) of its order for eight high-specification Plaxton Excalibur-bodied Volvo B10Ms and Dodsworths of Borrowbridge has taken two similar vehicles for its 20-strong fleet.

The Flights Excaliburs join the fleet of mainly Plaxton-bodied single- and double-decker coaches on a broad range of work - inbound tourists, continental touring and the Flightlink network of airport services.

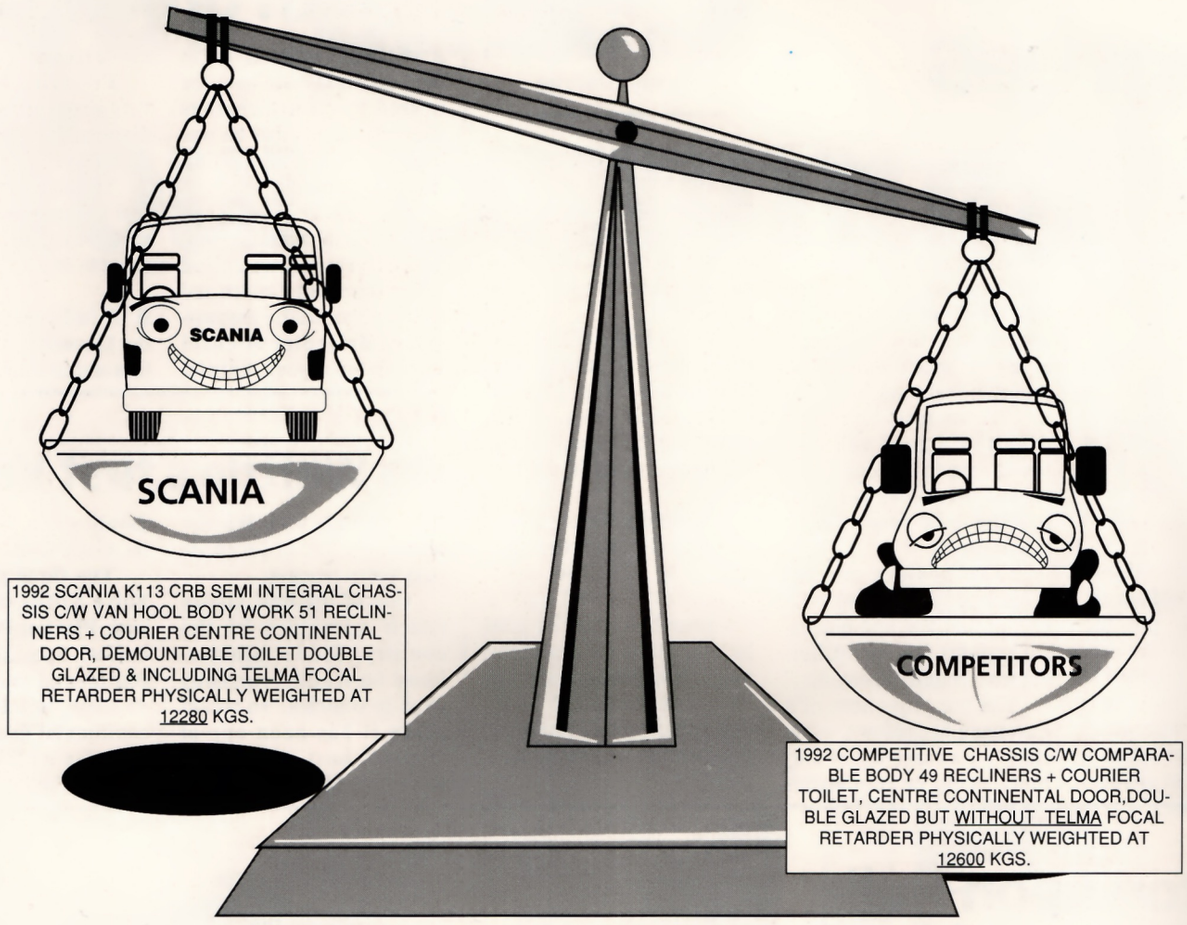
They have air-conditioning, 47 reclining seats with seat back tables, Webasto heating, washroom, fridge, coffee machine and two video monitors.

Ken Flight, managing director of Flights Coach Travel, said: "They are eye-catching high-quality vehicles which re-inforce our company image as a provider of up-market coach services."

Dodsworths, which is heading towards its 75th anniversary next year, is running one of the vehicles on continental tours and the other on executive private hire work - including team coach for Middlesbrough and York City football clubs. Each has 49 recliners, centre demountable toilet, TV/video and hot drinks machine. John Dodsworth has ordered four Premiere bodied B10Ms for next season. CBW

Scania Coach Sales

HAVE YOU GOT A WEIGHT PROBLEM?


SCANIA
SCANIA
1992 SCANIA K113 CRB SEMI INTEGRAL CHASSIS C/W VAN HOOL BODY WORK 51 RECLINNERS + COURIER CENTRE CONTINENTAL DOOR, DEMOUNTABLE TOILET DOUBLE GLAZED & INCLUDING TELMA FOCAL RETARDER PHYSICALLY WEIGHTED AT 12280 KGS.
COMPETITORS
1992 COMPETITIVE CHASSIS C/W COMPARABLE BODY 49 RECLINERS + COURIER TOILET, CENTRE CONTINENTAL DOOR,DOUBLE GLAZED BUT WITHOUT TELMA FOCAL RETARDER PHYSICALLY WEIGHTED AT 12600 KGS.

WHEN PURCHASING ANY NEW VEHICLE YOU MUST WEIGH UP ALL THE PROS AND CONS
DON'T BE MISLED INTO THINKING THAT ALL OTHER FULL SPEC COACHES
WITH OR WITHOUT TELMA CAN BE AS LIGHT AS A SCANIA SEMI-INTEGRAL
REAR ENGINED COACH AND STILL MAXIMISE ITS EARNING POTENTIAL.

NEW SCANIA FOR 1992 - 93

(ALL 1992 BUILD)

VANHOOL — *ALIZEE 'H'& 'SH 'ON K113 CHASSIS*

PLAXTON — *PREMIERE 320 & 350 ON K93&K113 CHASSIS*
EXCALIBUR ON K113 CHASSIS

BUY NOW TO OBTAIN YOUR 40% FIRST YEAR CAPITAL ALLOWANCES FOR 1992

For further details please contact Ian Hall (Sales Manager) on 0909 500822 or your local representaive

ANDREW HAMILTON - London & Home Counties. Home 0908 222393, Car 0860 655176

BOB ROSSITER - North
Home 0430 421006,Car 0860 655177

SAAB SCANIA

SCANIA
Scania Coach Sales ulimited Claylands Avenue,
Workshop, Nottinghamshire s61 7DJ
Telephone: 0909 500822 Facsimile: 0909 500165

STEVE BROOM - North& WestMidlands
Home 0909 478223: Car 0860 655178

JEREMY SMITH - E. Midlands & Fenland
Home 0933 56757:Car 0860 660647

Package holiday liability explained

QUESTIONS & ANSWERS

Questions on any aspect of coach or bus operation that is giving you problems should be sent to: Marksman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.

Q I have heard it suggested that, after next January, a passenger on an inclusive tour can claim off the coach operator for any mishap whatsoever that the passenger could suffer while on the tour. Is there any truth in this?
CL, Lancs

A In its broadest interpretation, your question is founded on a silly rumour that is currently doing the rounds. If a passenger is injured while walking under a ladder on the esplanade at Oban, or is hit by a car while walking over a pedestrian crossing in Ryde, the coach operator is not liable for the problems thus caused to the passenger, whether now or next year. It will, of course, make life easier for all concerned if the passenger has suitable holiday insurance that covers personal accidents.

What will, however, change when the EC Directive on package holidays is implemented after January 1, is that, if the coach operator has created and sold a package holiday, his passengers will be able to seek compensation from him, the operator, if any part of the package falls short of what the passenger was promised at the time of booking.

There are things which the passenger has to have done in order to exercise this right, and things that the operator can do to avoid over exposure to claims. Furthermore, if the matter which gives rise to the passenger's claim was actually caused by another (eg. the hotel), then the operator will be able to sue that party to recover the compensation that he has given to the passenger.

So, although the answer to the broader matters which your question raises is 'No'; after January 1 there is a liability on the seller of a holiday package to ensure that the passenger gets exactly what he paid for. When your new car fails in the warranty period, it is the selling garage that does the warranty work, not the manufacturers, even though they eventually meet the cost. That is how the package holiday business will be working in the future.

Q My new style driving licence now shows me entitled to drive Category D vehicles in place of my old Class 1 PSV licence. Can I, and my employees with this new licence grade, drive a recovery vehicle as we have always done?
ACB, Northumberland

A A PSV lice-nsed driver can still drive a recovery vehicle of not more than 10.2 tonnes that is:
a) operated by the holder of a PSV operator's licence and;
b) is being used to recover a broken down PSV.

However, the new Category D covers all PCV driving and may be subject to restriction. The ability to legally drive a recovery vehicle to the use-limits enjoyed by the holders of old-style PSV licences is only available to those with unrestricted Category D authorisation.

Q From time to time drivers do break the driving hours rules, for example when delayed by accidents or road works. Apart from making sure that they write the reason on the back of the tachograph disc, is there anything else I should be doing, if only to make sure that I am not prosecuted too?
PK, Powys

A Your legal obligations as an employer are set out in Article 15 of EEC 3820/85 as having to: "Make periodic checks to ensure that the provisions of (the) regulations have been complied with. If breaches are found to have occurred, the undertaking shall take appropriate steps to prevent their repetition."

So, as well as checking a sample of discs, which I presume you do, there is a duty to actually act to avoid transgressions recurring. What this might involve would depend on the circumstances. It could necessitate disciplinary procedures, rescheduling, or even education. For your question worries with its implied suggestion that you think that your drivers are still at risk of prosecution, so you want to cover your own back. You have a duty to make sure that your drivers understand the law, as well as working to it yourself if they, and you, are to escape the peril of prosecution. In this example you give, a driver is not necessarily permitted to complete a journey when delayed by accident or road-works, or to extend a continuous driving period in order to adhere to a timetable or schedule. He may continue beyond his permitted maximum hours only, to reach a suitable stopping place.

Q Please explain the situation regarding alcohol and sporting events. A recent letter in *Coach and Bus Week* suggested that there is a total ban in Scotland. This is the first I have heard of it.
BS, Tayside

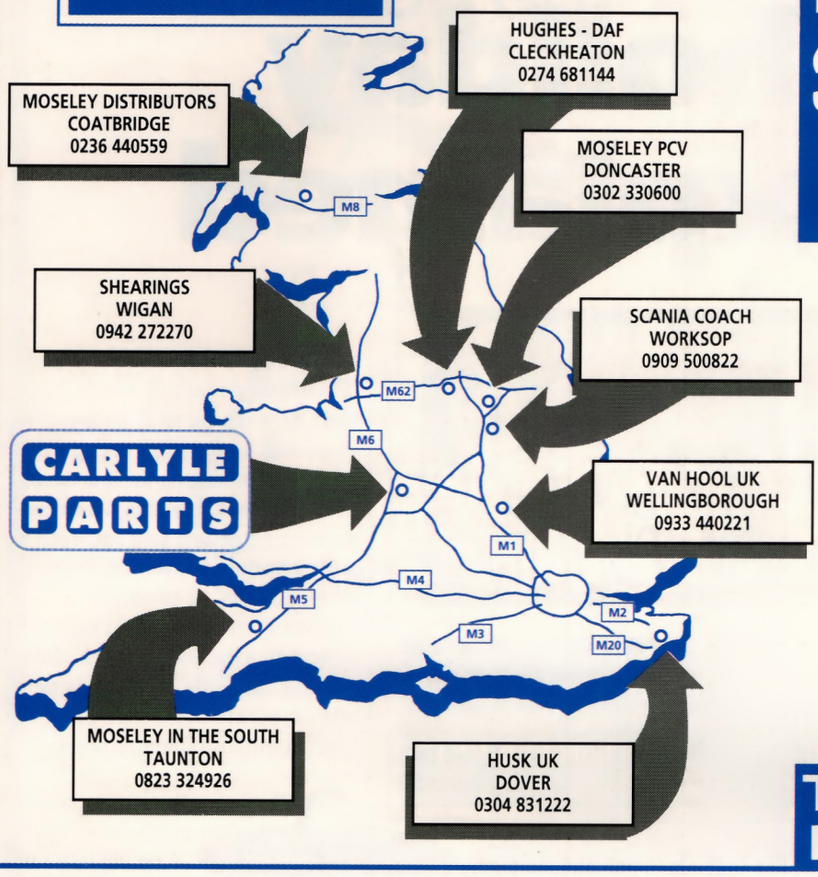
A Me too! The Statutory bans on the carriage of alcohol on PSVs in both England and Wales and Scotland concern only designated sporting events at designated sports grounds. In England and Wales only various football matches are the designated events.

The Scottish list is mainly football based, but also includes international rugby union games played on the designated grounds. There is no statutory ban on the carriage of alcohol on coaches going to any sporting fixtures. What clouds the issue is a voluntary code of conduct which traffic commissioners and police set out for operators to follow.

It is this that recommends no alcohol to be carried on coaches attending sporting fixtures; attempts to define how soon coaches should arrive before, and how quickly they should leave after, sporting fixtures; and also intimates that no stops should be made at licensed premises on route.

MARKSMAN WILL ANSWER MORE QUESTIONS ON DECEMBER 12

VANHOOL



BROKEN GLASS NEED NOT BE A *SHATTERING* EXPERIENCE!

For fast, efficient supply and fitting of Van Hool Glass contact *THE SPECIALISTS* - or your local main dealer listed.

CARLYLE PARTS

Main UK distributor

1 ALPHA PARK, DARTMOUTH ROAD, WEST BROMWICH, WARLEY, WEST MIDLANDS B66 1BZ.

Tel: 021 555 5055
Fax: 021 555 6222

AVAILABLE NOW

EOS 100, 200 and T815 Integrals
with choice of engines.
Please phone for
more details or to arrange viewing.

QUALITY USED VEHICLES

1990 (G) VAN HOOL A600 service bus, 52 seats, 19 standees, Cummins L10B 210 HP Engine, Voith auto gearbox, ex-demo model, warranty available.

1988 (F) LAG PANORAMIC DAF DKV 290 hp, Telma retarder, Webasto, 49 reclining seats, courier seat, centre toilet, continental door, 2 x TV/video, boiler, fridge, bunk, double glazing, carpets and curtains.

1987 (D) SCANIA K112 PLAXTON 3500. Telma retarder, 51 seats, centre toilet, video system, water boiler, double glazed with curtains, steps and cont. door.

1987 (D) LEYLAND TIGER 260 DUPLE 340. 48 recliners, rear sunken toilet, boiler, fridge, video, cont. door.

1986 (C) DAF SB2300 DHS PLAXTON PARAMOUNT 3200. 49 recliners, sunken toilet, single glazed.

1986 (C) VOLVO B10M CAETANO ALGARVE, 49/53 seats, centre toilet, TV and video, courier seat, blinds.

1985 (C) DAF MB 230 LAG GALAXY. High floor, 49/53 demountable, sunken rear toilet, TV & video, boiler, bunk, double glazed, Webasto, carpets & curtains, retrimmed throughout in brown. Finished in white.

PARTS AND SERVICE

*** Contact us at Wellingborough now for your Van Hool and LAG parts and service requirements. Available 24 hours, 7 days a week. Outside normal office hours please telephone 0426 955578**

VAN HOOL UK LIMITED
VAUX ROAD,
FINEDON ROAD INDUSTRIAL ESTATE,
WELLINGBOROUGH,
NORTHANTS NN8 4TG

VANHOOL

CONTACT JOHN DOVER
OFFICE 0933 440221
FAX 0933 278181
MOBILE 0836 280951
HOME 0844 217994

DIARY

Wat-er way to do it

SEARCHING around for sponsors, even if it's for a good cause, is becoming increasingly difficult, as intrepid Humberside bus drivers Neil Birch and Chris Bell (right) found out when they took an ancient KHCT double decker from John O'Groats to Lands End.

With the notable exception of some major oil companies, most companies refused to sponsor the group with cash per mile, but offered instead to supply some of their own goods to keep the travellers going. Yorkshire Water then offered to supply 36 litres of water to the cause... perhaps less useful than Derv and certainly much cheaper.

Not wanting to look the gift horse in the mouth, and thinking that at least it might be useful for brewing up the occasional cuppa, the six-man team accepted. It was amazed to find that the company wasn't prepared to honour its own product, but supplied instead carbonated spring water bottled on its behalf by another company!

Bill of rights for Bus & Coach Council

DESCRIBED by the BCC as "dynamic", Bill Cotham aims to democratise the association by abolishing the hierarchical queuing for the presidency.

At present, sector representatives become senior vice presidents and wait for their turn to wear the chain of office.

Bill believes that election by secret ballot should take over to ensure the highest-calibre candidates. Although he points out that BCC has had "excellent" presidents in the past, he says that he is not sure that the present mechanism is the correct one for this day.

Perhaps the BCC should institute an awards system as the APTA does in America, where awards and tributes are handed out at a working breakfast during its conference.

It would be one way of recognising significant contributions to the industry, without saddling the individual with another job for the year. It's doubtful, however, whether Sky Television would bid for transmission rights, but it could help to push up BCC membership.

Latest Setra is only £234,043

KASSBOHRER UK is anxious to dispel the perception that the latest Setra 300 series is priced outside the reach of UK operators.

The price quoted in Coach and Bus Week, November 7, is some DM 300,000 more than even the supposedly buoyant German market can obtain. The S315 HDH which won the coveted coach of the year award at this year's RAI has an asking price of DM 550,000 - £234,043 at current exchange rates.

Although the specification included many extras, this corrected price should cheer the loyal band of Setra customers in the UK, particularly those who may have thought that at long last the product was beyond their grasp.

The leading diesel service

for coach & bus operators ☑

In the UK
Over 300 easily accessible sites ☑
Lower than normal agency and pump prices ☑

On the Continent
Over 800 sites ☑
Set discounts from pump prices ☑
Full VAT recovery service ☑

DIESELINE

Both services include:
No bulk purchases required ☑
No pre-payments (credit accounts) ☑
No handling charges ☑
Full site location map book with every card ☑
Security against misuse ☑
No lower or upper volume limits ☑
Fully itemised invoices ☑

Check it out – call FREE on 0800 393 553

Dieseline, Britannia House, Denford Road, Ringstead, Kettering NN14 4DF. Tel: 0933-460555. Fax: 0933-460740

DEAR SIR

What about Route 279?

From Henry Liebner

SIR

I was interested in your article 'UK's biggest bus priority launched' (Coach and Bus Week, November 14) and the effect that bus services are having along the pilot Red Route, the A1 corridor.

I was surprised with the use of the words "sceptics are directed to the evidence of the pilot Red Route.....route 43, 8,700 more passengers a week now use the route."

Why was no mention made of Route 279 which, until early this year, ran alongside Route 43 between Holloway and Angel? Those passengers who used the 279 today have no choice but to use Route 43. Maybe I am a sceptic but surely there is a misuse of statistics regarding Route 43's "increase in passengers"?

I had to smile when reading "cashing in on the success, an express service, the X43, has been introduced". "Cashing in" was the wrong word to use in the article. What other operators of new or nearly new buses of around £100,000 each would use their vehicles for one journey per rush hour, then run out of service to the garage against the flow?

One of my concerns with this pilot Red Route scheme is that there seems to have been a steady increase in congestion since it was introduced because it has attracted commuting car drivers who use it as a through route.

If other Red Routes are introduced the present standard of policing would deteriorate unless more resources are given to each Red Route introduced. Already it seems vans and cars are prepared to risk parking and loading so maybe we are already going back to square one?

Henry Liebner
12 Shrubbery Gardens
Winchmore Hill
London
N21 2QT

Decisions should have equal effect

From D J Donari

SIR

May I, through the medium of your highly respected journal, question two recent statements by the traffic commissioner for the West Midlands and South Wales Traffic Areas?

John Mervyn Pugh has clearly stated at two notable public inquiries that he sees no reason why an operator of a large fleet of vehicles should be treated any differently to that of a smaller fleet when determining the outcome of an inquiry.

I am sure all of us would agree with that policy. However, in these cases his actions have clearly differed from his rhetoric.

The rate at which an operator is required to re-test vehicles because of his rulings has been proven to be unfair. Earlier this year an operator of 25 vehicles was required to have all these re-tested in one week.

This was achieved successfully thanks, in part, to the efficiency of the testing station at Pontypool. If one assumes that vehicle tests are spread equally through the year, statistically this operator would normally be testing 0.5 vehicles per week.

The penalty, in this case, was the requirement to carry out an extra 24.5 vehicles in one week.

At the public inquiry held in September, involving Red &White Services Ltd, the same inspectorate advised the commissioner, in court that this rate of testing (25 per week) could be achieved so that his ruling could be enforced within three months. Against this advice the company was given six months.

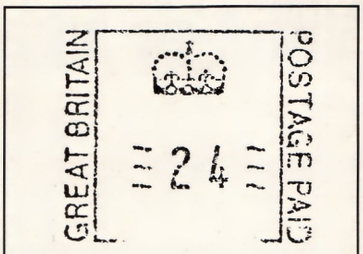
The resultant satisfied smile on the faces of Mark Thomas, and his counsel was witnessed by most of those present including myself, for surely half the fleet or thereabouts would have been due for testing in that period anyway? This fact was, quite remarkably, actually pointed out to the commissioner by Red & White's counsel. If this is the case the 'penalty' is an extra 150 tests over a six-month period or 5.8 tests per week.

Now we read of the decision against West Midlands Travel, and, assuming the report in Licensing & Legal to be accurate (which these reports normally are?) we see Mr Pugh "against his better judgment" gave WMT nine months rather than six months to re-test the whole fleet. The real penalty here being, say, an extra 450 vehicles to be tested over a nine-month period ie. 11.5 vehicles per week.

The financial penalties alone are, pro-rata, biased against the smallest operator because of these decisions.

While I applaud the efforts of the traffic commissioner to ensure that the public is safeguarded at all times, can he please make sure that his decisions are seen to be of equal effect in all the cases where he intends, and claims, them to be?

D J Donati
22 Llanbedr Road
Crickhowell
Powys



Write to: The Editor, *Coach and Bus Week*, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough, PE1 1DS, or Fax 0733 62656

The editor is always pleased to receive letters for publication in *Coach And Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Not an attack on coach market

From D R Wallace

SIR

It's a bit rich for National Express (*Coach and Bus Week*, November 14) to claim "unfair competition" because British Rail's (specifically InterCity's) Apex fares are hurting its business.

I seem to recall National Express adopting exactly the same strategy in the aftermath of coach deregulation in 1981, using very low fares backed by its (publicly funded) strength to see off the competition which emerged on many routes at that time.

InterCity is simply seeking to fill otherwise empty seats on trains that are operating anyway - with largely fixed-formation trains it is difficult to reduce capacity - and from my own observations recently appears to be succeeding, despite protestations to the contrary. This is not an attack on the coach market - InterCity would have to go aggressively down market to achieve that - but simply an exercise in deploying marginal pricing to put 'bums on seats', some of which will hopefully have been diverted from private transport, rather than from National Express and other coach operators.

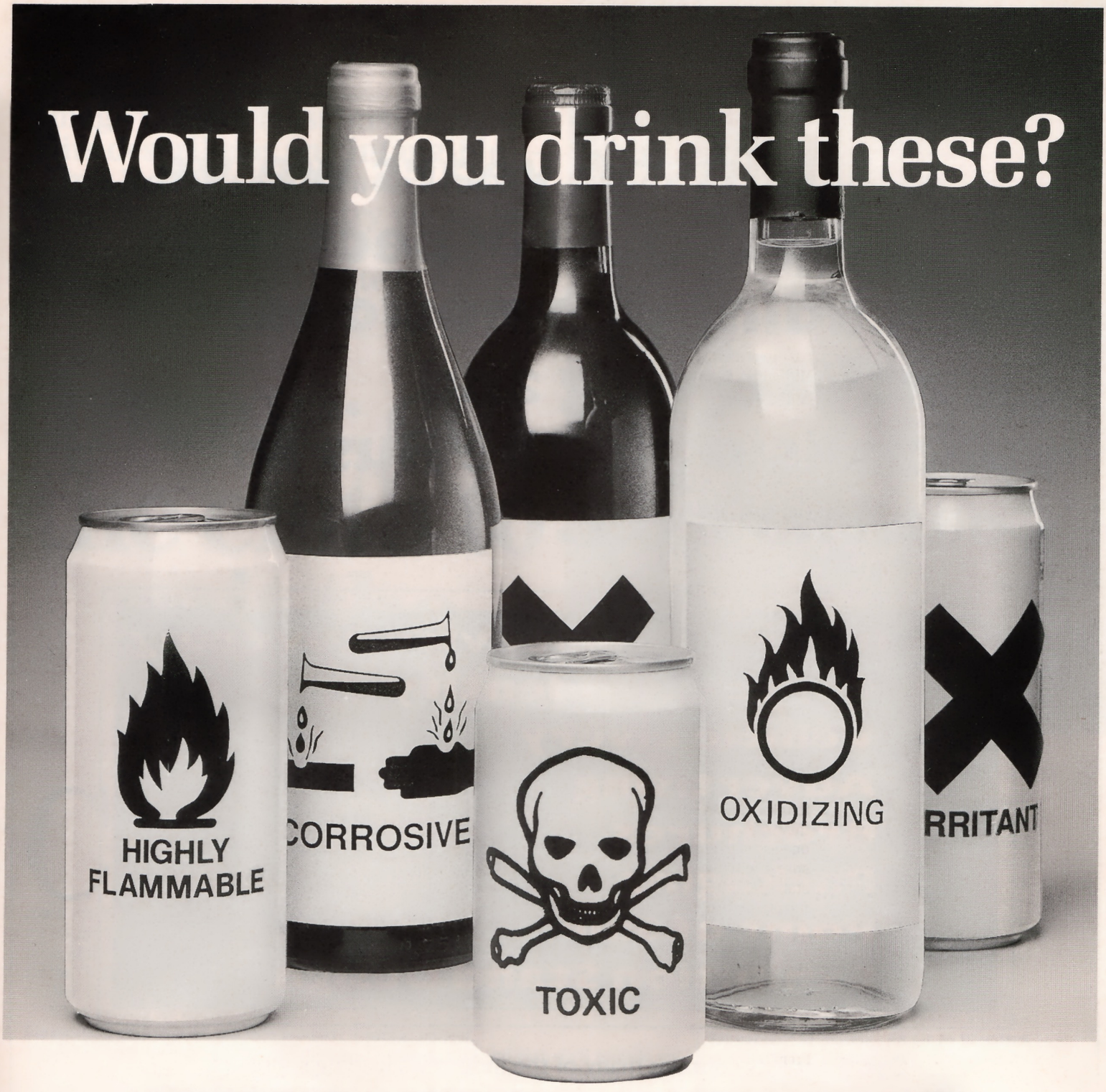
D R Wallace
38 Horsecastle Close
Yatton
Bristol

Design and Print for the Travel Industry

Let us look at your house style, vehicle livery and print and we will quote you for fine tuning or revising it to create a modern, professional, integrated scheme and you save 20% off for work done in January-April.

- *Corporate identity*
- *Colour brochures*
- *Travel Packs*
- *Excursion leaflets*
- *Travel brochures*

Queenprint *061-745 7772*



Of course you wouldn't, so why take chances with your cleaning fluids? You could be putting your employees at risk and unknowingly be causing damage to your vehicles and the environment.

You don't have to use hazardous cleaning chemicals to achieve top quality results. If you don't want to take chances and would like to buy from a quality assured firm approved by the BSI to BS5750 (ISO 9000) then change ***now.***

Use FLEETCLEAN 302/P and FLEETWASH 'N' WAX environment friendly products that outshine the competition.

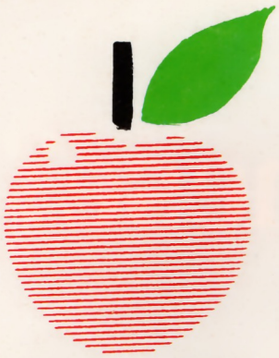
BSI REGISTERED FIRM
Certificate No FM 10635

TRAFFICAIR

A Cookson Company

FOR COMPLETE PEACE OF MIND

For further information about Trafficair cleaning systems, phone Jenny Durrant on 05806 4244, or write to: Trafficair, The Kent Chemical Company Limited, Bridewell Lane, Tenterden, Kent TN30 6HS.



In just 6 years we've become respected as the leading promotional agency serving and specialising in the Bus & Coach market.

We offer a full service covering

- **Corporate Identity**
- **Vehicle Livery**
- **Advertising**
- **Brochures**
- **Packaging**
- **Point of Sale**
- **Exhibition Stand Design**

Our client lists contains many of the industry's leading suppliers. We're also renowned for our event management expertise and manage the Coach & Bus Exhibitions at Birmingham for the BCC and Expocoach at Donington for Expo Management Ltd. If you're looking for quality promotion at realistic prices – **talk to the experts**

·APPLE·ASSOCIATES·

EXPERTISE IN BUSINESS MARKETING AND PROMOTIONS

Little Salkeld Station, Little Salkeld, Penrith, Cumbria CA10 1NJ
Tel. Langwathby 0768 881838 Fax. 0768 881809

Image is what most business pundits describe as an "intangible" - but Rod Davey discovers some coach and bus industry views, and ways to make a somewhat ethereal concept contribute to a down-to-earth bottom line

Image: cut the cloth to suit the pocket

Take time to reflect

CORPORATE identity, uniforms, brochures and liveries - that's what usually springs to mind when "image" is mentioned in the coach and bus industry. Yet, no matter how many bus and coach conferences and seminars we attend, we always leave with the idea that perhaps some of the brilliant ideas may be all right for the "big boys," but how on earth can the smaller, family-owned operation afford it?

When battling for market share in a hostile business environment, this view is understandable. But a moment's thought might allow us to dig a little deeper - and realise that with "image" it's our attitude and ideas, specifically tailored to the type and scale of operation, that really count.

Take for example JW Coaches Ltd of Banchory in Scotland's Grampian region. The business was taken over from Clarks Taxis and Coaches less than a year ago. With no glamorous continental touring, its mainstay work is local authority contracts and some interworked private hire - using a fleet of 23 vehicles ranging from 12 to 57-seat capacity.

Identity

"Our newest vehicles are a number of D-reg Carlisle Sherpa minibuses we have bought from the Stagecoach Group," says managing director John Westerby. "We inherited a largely aged, ramshackle fleet and are only halfway through repainting it with our own corporate livery. But it is time and money well spent. In due course we will have finished the whole vehicle parc and hopefully added some newer vehicles."

Mr Westerby undoubtedly recognises that the most visible image the coach and bus operator projects to the public at large is its corporate livery - and has prioritised the company's marketing spend with this in mind. But he also has a clear idea of the importance of projecting a clear identity with the other tools at his disposal. "Our JW Coaches logo on the liveries is matched with the logos and letterheads on our corporate stationery," he adds. The fact that Mr Westerby's son works as a graphic designer has proved helpful.

"Given time and cash we'll provide uniforms for the drivers, too. Ideally, I would like to get them all together in a classroom situation so we can all work in tandem at projecting the right image to the public at large. But for the moment we are looking to the cashflow for image improvements - and are concentrating on the re-liverying of the fleet."

So how far we go obviously depends on our given situation. Few operators would aspire to the lengths Scania takes to project its international corporate image - but a look at it is instructive, nevertheless. Its identity is very carefully controlled, with a specification that runs through every physical aspect of its business. And in Scania's case, it is the coach and bus operator, mostly a discerning individual, who is the client to impress.

"We are very proud of our corporate identity at Scania," says its public relations manager Phil Sampson. "It gives us a high level of visibility. We see it as important to maintain consistency and standards across our operations in the UK and abroad. Coach and truck operators often drive in to our outlets with very decent kit - so we need premises which are well and truly visible to promote the right organisational profile. We are not alone in this desire, for British Telecom has an entire department devoted to corporate identity and its implementation."

For its part Scania controls its corporate identity through guides for its various applications, correct and incorrect use of corporate symbols, stationery design and the appearance of outlets. As far as premises are concerned, objects specified include exterior signing, staff workwear and interior design and colour-matching - including carpets, flooring, furniture, and the layout of aftersales reception areas. Attention is paid to periodicals, flowers and plants, and even how the receptionists should look. Other concerns involve outside events, exhibitions, promotions, advertisements, presentations and conferences.

"We live in an image-conscious world where we often judge a product by its packaging, so a prestigious corporate identity is always of benefit to operators," he said. "Sensible continuity is a good thing - but it should stop short of obsession, with everything looking the same. Corporate image should not become dull. It is better to go for a strong identity which allows a degree of individuality in the different elements that make up the business - allowing clients to differentiate between the various services offered."

An operator with such differentiated ser- ➔

COMS use a differentiated image for CityLink coaches because business is more related to real disposable incomes

Image: cut the cloth...

vices is City of Oxford Motor Services - running its local bus network in tandem with its Oxford CityLink coach operation. "Image is a largely unquantifiable concept," says managing director David Beaman. "But COMS regard projecting reliability and frequency, as well as promoting client confidence, as paramount. This is encouraged by the care, attention and money we spend on our corporate image.

"We use a differentiated image on our CityLink coach services because this side of the business is more related to real disposable incomes than the bus side. Although this receives our particular attention, our red double deckers and green Nipper minibus network is not as critical but still important. We try to project a professional bus operator image - not as a Johnny-come-lately out for a quick buck. It requires care, quality of service provided - and good presentation of a fleet repaired and maintained to a very high standard."

Mr Beaman says the attitudes of drivers is important. "We want to say we are here to stay, operating a service on which people can rely. However, image costs money, it is unavoidable - so we have to weigh up the benefits against what it costs. But we find that an enhanced product repays itself with passenger loyalty arising from passenger confidence. It is always worthwhile, but a line has to be drawn - you could very easily spend a fortune."

"Marketing image is very nebulous. The battle can be lost by using a universal corporate identity rather than by specifically targetting products and market segments."

Reliability

Chase Coaches Ltd runs 48 buses and 10 coaches from its Chasetown base near Walsall in the West Midlands. In many ways the development of this mixed fleet derives from the history of the bus industry since deregulation in 1986 - with the number of vehicles built up over the years in response to the demands of the free market. "As far as image is concerned reliability is the main criteria," says managing director Graham Dodd. But the image of Chase is a historical accident.

"We bought our first buses from Greater Manchester and, as no one locally was operating anything similar, kept the livery - but added the word Chase in big letters.

"The livery also features Chase Bus Services on both the front and rear. Passengers not only see the vehicles as clean and tidy, but they also know they are going to arrive on time."

Its operation has expanded, according to Mr Dodd, by changing previously subsidised services into commercial routes, and by filling operational gaps left by dominant operator West Midlands Travel.

He says that this way Chase has largely created its own network in the area, with 99.9 per cent of all its routes operated on a commercial basis. So image is important to this highly competitive company.

"Our drivers have a simple uniform - a dark blue zipper tunic, trousers and the company badge," Mr Dodd said. "We publish lots of timetables when we start a service, but find the need diminishes over time because the Centro PTA-backed Hotline provides a good universal timetable service."

Chase uses the same logo on all its literature but, although both its coach and bus operations are accounted for separately in-house, it assigns separate identities and managers to differentiate its two operations.

"We have had our best ever year this year on the coach side, operating 65 in-house tours, including a good few EuroDisney trips - in co-operation with the 40 travel agencies of the West Midlands Co-operative Society," he adds. "We produce our own three-colour brochure - we don't need an expensive brochure because our market is very largely a captive one in this area. Seats sell as soon as we produce it - to the 55-plus age range, using nice high-floor Volvos and good hotels."

With a corporate image on timetables, brochures, livery, uniforms and even cheque books, Mr Dodd estimates it costs the company around £20,000 each year. "It's an ongoing programme. It costs around £1,000 to livery each bus and provide the driver with a uniform. A bus destination blind costs £400 but it's something you've got to have. These, together with bus front flip boards for intermediate destinations, help to show the company in an efficient light."

But all such efforts would come to naught, asserts Mr Dodd, if the service provided was not right. "Bus services have got to be high-frequency - or the passengers don't want to know. You can do what you like - but if the services don't run to time, forget it."

Solid Entertainments' image reflects its niche market

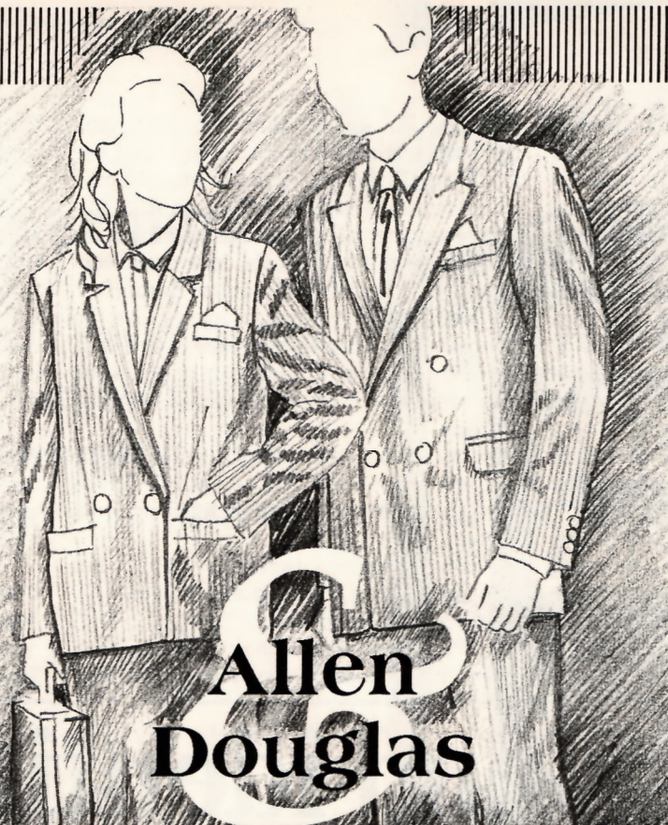
Attention to detail

In the capital, London General's managing director Keith Ludeman has some wry observations about the way image is sometimes projected in the coach and bus industry. "It is strange that operators will spend over £100,000 on a vehicle, then put a livery on it that looks like the kitchen table," he said. "Attention to detail is important - and this includes typefaces used on literature, letterheads and calling cards, the whole works.

"There's nothing worse

QUALITY SERVICE

- Design consultancy
- All fabrics to British Standards
- Structured garments to BS 5750
- After sales customer care
- Reputable company profile
- Detailed brochure



- Comprehensive stock ranges
- In house design and embroidery
- Contract uniform holding facility
- Individual measuring
- Unique computerised personnel data system
- Customised outfitting vehicles

Allen & Douglas

CORPORATE STYLE

Allen & Douglas ■ Compton Park ■ Wildmere Road ■ Banbury ■ Oxfordshire OX16 7JT
Telephone: 0295 262063/254366/272700 ■ Fax: 0295 270486

Bus Business BUS OF THE YEAR AWARD 1990

Bus Business BUS OF THE YEAR AWARD 1991

STYLUS GRAPHICS

The Specialists in computer cut

BUS & COACH LIVERY

Tel : 0274 736191 Fax : 0274 391973
3 Listerhills Science Park
Campus Road, Bradford BD7 1HR

RECO

COMMERCIAL VEHICLE LIFTS
"GRAND AUTUMN SALE"

Bradbury	8T	4	25'	£3,950 + VAT	NOW £2,950 + VAT
Laycock	8T	4	23'	£3,250 + VAT	NOW £2,250 + VAT
Bradbury	5T	4	22'	£2,750 + VAT	NOW £1,995 + VAT

SPECIAL OFFER – ONE ONLY – LAYCOCK 8 TONNE LIFT
AS ABOVE £1,750 + VAT

WORKSHOP

EXHAUST EXTRACTION
2 exhaust extraction reels, hoses and fan ..... £950 + VAT

TROLLEY JACKS
Bradbury/Epco 10 tonne capacity ..... £250 + VAT
Bradbury/Epco 5 tonne capacity ..... £185 + VAT

TRANSMISSION JACKS
Epco VJ 2000 vertical 1 tonne capacity ..... £450 + VAT
Epco TJ 2000 floor type 1 tonne ..... £450 + VAT

LUBRICATION
Easte oil drainers Air-Op Tecalemit ..... £275 + VAT
Oil reels cased ..... £95 + VAT
End hose meters ..... £50 + VAT
Air-Op tank pumps ..... £125 + VAT
Air greaser Tecalemit ..... £250 + VAT

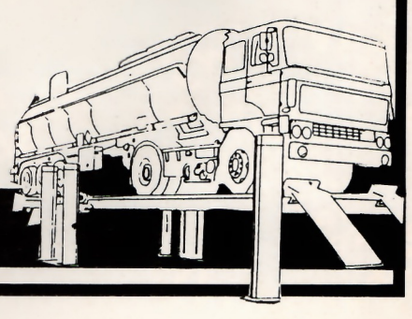
ENGINE CRANES
Epco 1 tonne capacity ..... £150 + VAT

WORK BENCHES
6' wood and steel with 6" engineers vice ..... £95 + VAT

FUEL TANK DRAINERS
Bazel 20 gallon capacity ..... £75 + VAT

AXLE STANDS
1-5 tonne capacity ..... from per pair £5 + VAT

+ wheel balancers, tyre changers, air/electric/hand tools, vacuum cleaners, floor polishers, welding bottle trolleys, Mig & Arc welders, air reels and many miscellaneous testers and special tooling.



Tel. (0272) 862449
Fax. (0272) 861634

than apologising for a service, so the medium of presentation is important. This ranges from how you dress your staff to how the phone is answered and if it's answered quickly. It's about both uniforms and behavioural concerns. London Buses Ltd has devolved to its subsidiaries - and we insist on staff wearing all the uniform, including ties, in agreements with the trade unions.

Apart from it being nice receiving letters on how smart the staff look, the trade unions know a vigorously applied dress code gives staff an air of authority and reduces the potential for assaults."

Large or small, operators have to address the image "problem", but even to some extremely small operators, image is not the problem but the solution. Especially in coach operation, niche markets have evolved over the years using vehicles of varying specification - but usually quite upmarket. And one such distinctive market is the band bus market. However, Grimsby-based Solid Entertainments has taken this one stage further, by using black coaches with obscure tinted glass to transport the rock music consumers to the various gigs around Europe.

"Our concert-going passengers love the idea because, when they arrive in our coach, onlookers gather around thinking it's the band arriving," says proprietor Stephen Stanley.

But the company has only just added the second coach to its original black DAF/Duple, a black Scania K93/Van Hool Alizee.

Specification includes WC, hot drinks/catering, two video monitors, CD player and mobile phone.

"We actually hire in most of our coaches, so the black buses are very much the flagships - going on the more glamorous European gigs, such as Tina Turner and Genesis in Cologne."

But the company's black "Showcruisers", with day-glo reflective logos, project a distinctive image - attracting further business. "They look like long black stretched limos - very, very special," adds Mr Stanley. "Both the driver and courier wear black jackets and we're looking at embroidered logos, developing the image all the time."

Although Solid Entertainments specialises in concert and theatre work, it now finds its distinctive image attracts corporate and private hire work - with lots of interesting jobs.

So for liveries, uniforms, corporate literature and brochures, image is important whatever the market served. Tailored to suit the operation, it attracts business in so many different ways.

Image and identity - not just a pretty face

Tony Greener is a partner in Positive Images, a marketing and training consultancy specialising in representing organisations in the best possible light. Here he warns against spending on image for the sake of it or without thinking through the objectives first

A PROFESSIONAL image and company identity means more than paying too much for a logo which your eight-year-old daughter could have designed, or spraying your bus a fetching shade of pink.

It's about setting and maintaining standards that don't just reflect a successful image but actively help to create it.

The way in which you determine your product, its price, its positioning and promotion has a massive impact on the success of your business - and creates your image.

Company identity alone - the way in which your name is expressed - also has an effect but cannot rescue a badly-run company.

During the last 20 years, for example, the various ancestors of the Rover Group regularly changed their identity, usually in an attempt to escape the negative image conjured up by the previous name.

Nor were the products immune. Austin, Morris, Triumph, Rover, Riley, Wolseley, Jaguar, Daimler, Alvis and all the others became either obsolete or unsuccessful attempts at badge engineering. The group lost sales, profits and market share in vast quantities, so the constant changing of name obviously did little to reassure buyers.

The message is clear; the customer didn't mind what logo was on the bonnet; he just wanted the vehicle to be reliable. Vauxhall is a good example of how it ought to be done.

Also, there's the question of cost. Large sums of money are spent on company identity by large concerns - airlines, oil companies, local authorities and some privatised organisations, for example, are rumoured to have spent millions on tinkering with logos.

That is inappropriate in the cash-strapped Britain of the 1990s, especially when it doesn't necessarily improve efficiency, output or profits. On the contrary, it makes the organisation more recognisable as the butt of jokes and increased resentment at wasting public money.

So think of your company image in terms of your product - what are you offering?

Your price - can your potential customers afford it? Your position in the market place - how do you compare with the competition? And your promotion - how do potential customers find out about your product?

Then think of your image. What happens, for example, when potential customers ring you? Is the switchboard as helpful as it could be?

Do you reply to requests for information quickly? Are your staff courteous? Are you devoting enough resource to telling people what you do best? Do you have a sensible marketing plan that will give you the edge over the competition?

Finally, what does your company look like? Your vehicles, your letterheads, your invoices, your staff's uniforms - all the aspects of your business.

Can potential customers recognise the name, the company, the image whenever they see it? Is it striking but simple to reproduce and, therefore, inexpensive to implement?

Answer these questions honestly and you will be able to see what sort of image you need to portray, what kind of identity you should have and what kind of help you may need in carrying out your ideas.

Positive Images can be contacted on 0825 733441.

Reflect and achieve success

Henry Bannerman

Henry Bannerman are specialists in the creation and supply of the complete corporate wardrobe for the bus, coach and travel industry.

Our garments reflect the clients' business values while at the same time recognise the needs of the members of staff.

Henry Bannerman Garments Limited.
Martyn Street, Airdrie, Lanarkshire,
Scotland ML6 9AU
Telephone: (0236) 747771 Fax: (0236) 764584

Committed to Total Quality

R. & J. HANDLEY LTD

SPECIALIST BUS & COACH UNIFORM MANUFACTURERS

50 years manufacturing experience

★ Blazers/Trousers Rally Jackets/Stormcoats
★ Ties/Epaulettes Shirts/Sweaters Badges
★ Competitive prices. Nationwide service
★ Large or small quantities can be supplied

For further details please contact us at:

Stamford House, 25 Cross Stamford Street, Leeds LS7 1BA.
Tel. 0532 422080 Fax. 0532 344088

CHESHIRE BUS & COACH

Short of Vehicles?

We have a number of the following vehicles for immediate self-drive hire or lease.

SHERPA
1990 Carlyle body, 20 seats plus 3, Ford diesel running gear, stage carriage or coach spec

MERCEDES 709D
New and Used. Plaxton body, 29 seats 10 standees. DiPTAC.

Telephone us to discuss your requirements

Tel. 0625 860888 Fax. 0625 860019

best impressions

THE LEADING NAME IN

IMAGINATIVE • CREATIVE • INNOVATIVE • EFFECTIVE

marketing, publicity, design

SERVICE & PRODUCT LITERATURE
TIMETABLES · MAP PRODUCTION
PASSENGER INFORMATION
CORPORATE IDENTITY
LIVERIES · BRANDING
HOLIDAY & TOURS BROCHURES
TOURISM DEVELOPMENT
ADVERTISING · PROMOTIONS
MARKETING CONCEPTS
VEHICLE DESIGN

We've already created quite an impression for these. Find out how we can make an impression for you.

Armchair · Bakers Dolphin · BCC · Boro'line
Brighton Buses · Burnley & Pendle · Bus Business
Buses · Centro · Chieftain Tours · Clansman Monarch
Crusader · East Lancs · Flightline · Grey Green
Guildford Link · Green Line · Gatwick Airport
Guild of British Coach Operators · Hampshire Bus
Heathrow Airport · Heyfordian · Jetlink · Kentish Bus
Kings Ferry · Leicestershire · London Buslines
London Central · London & Country · London General
London Northern · London Transport · London United
Luton & District · National Express · Nottingham
Network South East · Northern Bus · Ovaltine
Oxford · Plaxtons · PMT · Red Ensign · Railair
Ribble · Red Express · Sampsons · Scottish Citylink
Speedlink · Stansted Airport · Surrey County Council
Southampton · Streetline · Southern National
Thamesdown · Tyne & Wear · Virgin Atlantic
Viscount Central · Warrens

1ST PRIZE Bus Ride AIRPORT SERVICE INFORMATION

PRIZEWINNER 1985 1986 1987 1988 1990 1991 1992 LIVERY OF THE YEAR

15A Starfield Road, Shepherds Bush, London W12 9SN
telephone & fax 081-740-6993

The names behind the images

Henry Bannerman Garments Ltd

HENRY Bannerman Garments Ltd supplies complete corporate wardrobes to the bus and coach industry.

The company says it offers a wide range of well-made, value-for-money products - designed to meet operators' requirements while also satisfying the aspirations of the end user, whether they are drivers, inspectors or support staff.

To meet such requirements Henry Bannerman's sales staff discusses the individual design and budget requirements with operators before it puts together a package for consideration. Once agreed it plans distribution according to the requirements of the operator - either in bulk or in individual manpacks, direct to the depot or central store, in single or phased deliveries.

Features of its corporate clothing service include comprehensive size ranges covering over 95 per cent of potential users, specially made-to-measure garments, an advanced computer data bank of client's sizes which is continually updated - and a product range covering formal and casual jackets, trousers, skirts, knitwear, shirts, blouses, ties, neckwear and weather garments.

The company supplies over 12,000 uniforms every year to the bus and coach industry in the UK - from Scotland in the north to Cornwall in the south. Current clients include National Express and many of its contracting companies.

Contact Henry Bannerman Garments Ltd on 0236 - 747771.

Apple Associates

IMAGE is important. It sets the tone of your whole business. Creating image is not as easy as it seems. It has to be carefully thought through and designed in a way which allows it to be used in a wide variety of different applications without destroying the basic concept.

Apple Associates specialises in Corporate Identity. Its team has been involved with creating image for over 30 years and many of the familiar names in the industry use Apple-designed corporate identity. Apple was responsible for probably one of the most famous logos in the British bus industry - the re-introduced updated version of the Leyland scroll which graced that company's products from the early 80s.

In more recent times Apple has been responsible for the corporate identity for John Holdsworth and Co Ltd, Chapman Stevens, Distinctive Systems, Stuart Johnson, Magna Moquettes, Coach Manager Systems and Shannon Velours.

It also designs the distinctive logos used by the industry's two main exhibitions - Coach and Bus and Expocoach. Its most recent creation was the special CISA Cares logo for the charity activities of the Coach Industry Suppliers Association.

Apple not only designs new corporate identity, it also advises how this should be applied from the letterhead to the signing of premises.

Apple Associates, The Old Station, Little Salkeld, Penrith, Cumbria, CA10 NJ. Tel 0768 881838, Fax 0768 881809.

Best Impressions

BEST Impressions is well known in the bus and coach industry for its quality design, marketing and publicity material.

Ray Stenning's London-based operation has a reputation for providing effective, efficient and imaginative solutions for selling your services to your target market.

This is borne out by a string of awards - including no less than 10 of its livery designs winning prizes in Commercial Motor's annual livery competition over the last seven years. It has also received international recognition from the USA for its publicity for Speedlink Airport Services. Best Impressions has also produced strong corporate identities for high-profile operations such as Oxford CityLink, Bakers Dolphin and Speedlink - as well as successful brandings such as Streetline, Jetlink and Red Express.

Marketing and publicity campaigns have included the Guildford Link, a very successful scheme to promote park-and-ride, and Bus News for London Transport.

It has a proven track record of creative individual solutions with a full understanding of the product and the market. Because of this it works well with minimal briefings and provides a complete service - allowing bus and coach operators more time to get on with what they do best. Its work creates customer demand and gives its clients value, style and confidence - essential assets in today's competitive environment.

Contact Best Impressions on 081 - 740 - 6993.

Stylus Graphics

BRADFORD-based Stylus Graphics provides a unique design, manufacturing and consultancy service in corporate identity and signage for the bus and coach industry.

It says that, with computer-aided design and manufacturing technology - along with its in-house creative talent, traditional standards of craftsmanship, professional management and a dedication to customer care - its highly motivated and experienced team is sure of meeting clients' requirements.

The company supplies anything from pre-specified display graphics, whether small or high volume, through to the design, development and implementation of new corporate images.

Stylus Graphics has an impressive portfolio of discerning local, national and international clients such as Ford of Europe, the National Westminster Bank, Prudential Insurance, Panasonic, BASF and many smaller clients. It also supplies a range of trade customers including design and advertising agencies, signmakers, coach and commercial vehicle builders and printers.

"A sign that incorporates good design, quality materials and expert manufacturing techniques will never be cheap," said Stylus founder Dr Graham Collingham, a man with many years of experience in marketing and planning for leading multinational corporations. "But neither is the cost of having to replace a cheap low-quality sign prematurely, or more to the point, losing potential customers through a poor image and ineffective signage."

Contact Stylus Graphics on 0274 - 736191.

R&J Handley Ltd

ROGER and John Handley, directors of R&J Handley Ltd, have now been appointed sole UK agents for Rena Manufacturing.

"We will now be able to offer fine quality tunic-style shirts at competitive manufacturer's prices - enabling bus and coach companies who purchase shirts in large quantities to make tremendous savings," John Handley said.

Also, in association with J&B Ties (London) Ltd, John Handley has formed J&B Ties Northern. "We now have the opportunity to manufacture fine quality modern neckties - offering a first-class service at very competitive rates," Mr Handley said.

Contact R&J Handley on 0532 - 422080 and J&B Ties Northern on 0532 - 460982.

Queenprint

QUEENPRINT, specialist in print and design for coach operators, produces brochures large and small for operators all over the UK.

At the very time the operator is busiest planning next year's programme, there is a brochure to get out - ahead of the competition. Such experience enables Queenprint to operate to a cost-effective brochure that really sells seats.

It provides a comprehensive service, from copy writing, transparency library, design and artwork to print, all under one roof - finishing and mailing where required.

Labels, stationary and ticket wallets are all part of the service and stock shell blanks for overprinting make colour affordable for all operators.

Queenprint is also able to appraise corporate identities, house styles, vehicle liveries, printed material and uniforms.

Does your image really tell your customers what you would like to say?

The company is currently offering for the new year 20 per cent discounts on corporate identity design work and free travel packs, colour brochures and shell brochures.

Contact Queenprint on 061 745 - 7772..

A uniform approach

Allen & Douglas

CORPORATE clothing supplier Allen & Douglas believes quality management and investment is the key to successful growth.

One such investment is the introduction of its unique computerised stock and employee data system - enabling an efficient and accurate response to customers, whether for small off-the-peg orders, or its range of long-term contracts, with hundreds of employees requiring additional back-up stock.

Another investment has been its acquisition of CMT, its own manufacturing unit, bringing the quality of all its garments in line with British Standard specification.

And its investment in a fleet of customised measuring and fitting vehicles has brought contract servicing to a new level of accuracy and end-user satisfaction.

Allen & Douglas says these achievements have been invaluable in bringing it to the forefront of this competitive industry - and the awarding, successful issue and implementation of three London Bus contracts: London Central, London General and Centrewest.

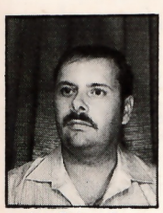
Contact Allen & Douglas on 0295 - 262063 /254366 /272700.

COACHWORK SPECIALISTS

In the South

We offer a comprehensive service to Coach Operators including:

David Baker, Owner



Ian Schooling

Bruce Flowers

Accident Repairs (Insurance work undertaken) ● Refurbishment ● Resprays ● Trimming (including Seat Repairs & Recovers, Crash Pads and Armrests) ● Glass Repairs ● Refloors ● All Mechanical Work ● Valeting ● Installation of Toilets, TV & Radio and Reverse Warning Systems ● Signwriting and Vinyls ● Free Estimates

Emergency Service Undertaken
In fact, we can do almost anything to your coach – quickly, efficiently and very competitively

Option on hire vehicle whilst your vehicle is being repaired

A well-known team of skilled body builders with collectively over 50 years' experience with the largest coach manufacturer in the UK.

D. B. Commercials

Permanently based (Cambridgeshire) or mobile call out on request.

Tel. (0223) 833121 Office/Workshop or (0831) 500159 (Mobile)

DAVID BAKER, D B COMMERCIALS, UNIT 14, LONDON RD IND EST, SAWSTON, CAMBS

NEW PENDAMATICS FROM £95.00 EACH

DON'T GET SHORTCHANGED - INSIST ON ALMEX

For reliable, easy to use change giving dispensers and accessories – contact Almex.

The sole UK distributor for genuine Cambist and Pendamatic equipment.

You're Better Off with

ALMEX

Metric Group Limited

Contact Ashley Bailey
ALMEX Control Systems Limited, Love Lane, Cirencester, GL7 1YG.
Tel: (0285) 651441 Fax: (0285) 655216

This notice is issued by Morgan Grenfell & Co. Limited, a member of The Securities and Futures Authority, in compliance with the requirements of the London Stock Exchange. It does not constitute an offer or invitation to any person to subscribe for or to purchase any shares. Application has been made to the London Stock Exchange for the ordinary shares, issued and to be issued, to be admitted to the Official List. It is expected that such admission will become effective and that dealings will commence on Thursday, 10th December, 1992.

NATIONAL EXPRESS

NATIONAL EXPRESS GROUP PLC

Incorporated and registered in England under the Companies Act 1985 No.2590560

OFFER AND PLACING BY

MORGAN GRENFELL & CO. LIMITED

of 27,799,278 ordinary shares of 5p each
at 165p per share payable in full on application

The Group provides long distance scheduled express coach services in Great Britain and in continental Europe. It also provides coach services which connect Heathrow, Gatwick and Stansted airports.

SHARE CAPITAL FOLLOWING THE ISSUE

Authorised Number	Amount		Issued and being issued fully paid Number	Amount
50,000,000	£2,500,000	ordinary shares of 5p each	36,015,152	£1,800,758

The Issue comprises the issue and allotment of 15,515,152 new ordinary shares by the Company and the sale of 12,284,126 ordinary shares by existing shareholders in the Company, representing 43.1 per cent. and 34.1 per cent. respectively of the issued share capital of the Company immediately following the Issue. The Offer is the offer by Morgan Grenfell on behalf of National Express Group PLC and the selling shareholders of 6,949,820 ordinary shares.

All the 27,799,278 ordinary shares which are the subject of the Issue are being placed with institutional and other investors. Of these 20,849,458 are being placed firm. The 6,949,820 ordinary shares which are the subject of the Offer are being conditionally placed with investors subject to clawback for the purpose of meeting valid applications under the Offer. Arrangements have been made whereby 694,982 ordinary shares are being made available, out of the ordinary shares which are subject to the Offer, to meet applications from employees of the Group and operators.

Copies of the Listing Particulars may be obtained until 9th December, 1992 from:

Morgan Grenfell & Co. Limited
23 Great Winchester Street
London EC2P 2AX

National Express Group PLC
Ensign Court, 4 Vicarage Road
Edgbaston, Birmingham B15 3ES

Smith New Court Corporate Finance Limited
Smith New Court House
20 Farringdon Road
London EC1M 3NU

Bank of Scotland
New Issues, Apex House
9 Haddington Place
Edinburgh EH7 4AL

Bank of Scotland
New Issues
3rd Floor, Broad Street House
55 Old Broad Street
London EC2P 2HL

and from the following branches of Bank of Scotland until 9th December, 1992:

Birmingham	Glasgow	Bristol	Manchester	Newcastle upon Tyne	Edinburgh	Southampton
124 Colmore Row	110 St Vincent Street	21 Prince Street	19/21 Spring Gardens	41/51 Grey Street	38 St Andrew Square	144/148 High Street
Birmingham	Glasgow	Bristol	Manchester	Newcastle upon Tyne	Edinburgh	Southampton
B3 3AU	G2 5EJ	BS99 7JG	M2 1EB	NE1 6EE	EH2 2YR	SO9 3LX

They can also be obtained during normal business hours on 26th and 27th November, 1992 for collection only from the Company Announcements Office, London Stock Exchange Tower, Capel Court Entrance, off Bartholomew Lane, London EC2N 1HP. Particulars of National Express Group PLC will also be included in the Companies Fiche Service, available from Extel Financial Limited, 13-17 Epworth Street, London EC2A 4DL from 3.00 p.m. on 24th November, 1992.

Copies of the Mini-Prospectus may be obtained until 1st December, 1992 by calling the Flotation Registration Helpline on 0800 800434.

Applications must be sent by post to Bank of Scotland, New Issues, Apex House, 9 Haddington Place, Edinburgh EH7 4AL or delivered by hand to Bank of Scotland, New Issues, 3rd Floor, Broad Street House, 55 Old Broad Street, London EC2P 2HL so as to be received not later than 10.00 a.m. on 1st December, 1992 or by hand to any of the other branches of Bank of Scotland listed on the back of the Application Form so as to be received not later than 3.30 p.m. on 30th November, 1992. The application list will open at 10.00 a.m. on 1st December, 1992 and will close as soon thereafter as Morgan Grenfell may determine.

25th November, 1992

OFFER CLOSES TUESDAY 1ST DECEMBER, 1992

London Cityrama at disciplinary hearing

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR BY MICHAEL JEWELL

MAINTENANCE problems have led to London Cityrama Ltd appearing at disciplinary proceedings before the South Eastern and Metropolitan Traffic Commissioner, Brigadier Michael Turner.

The commissioner, who was also considering an application by the company to renew its licence, has reserved decision over what action to take. Cityrama reduced the number of vehicles it was seeking authority to operate, from 64 to 55, during the course of the proceedings. The commissioner is to announce his decision in writing within the next three weeks.

DoT vehicle examiner David Easton said that, following poor annual test performance, he had carried out a maintenance appraisal in June. The 10 vehicles he examined were in a poor state of repair and he issued one delayed and six immediate prohibition notices.

The inspection records showed that the six-week inspection period had been exceeded in some cases. He was told that was because vehicles had been off the road for a large part of the winter. The records did not indicate any rectification work. The fact that reported defects were not always immediately rectified was shown by drivers repeatedly reporting the same defects.

Mr Easton said that, in the preceding 12 months, five immediate and five delayed prohibitions had also been issued. Between September 1991 and May 1992 there had been 30 annual test and retest failures. He thought the company clearly had difficulty in maintaining its vehicles to an acceptable standard.

Questioned by Barry Prior, for London Cityrama, Mr Easton said that, with the facilities it had and six fitters, it ought to be capable of maintaining its vehicles. The fleet inspection had been unannounced. Most of the 10 vehicles inspected were deckers used on sightseeing.

Neither of the coaches examined were prohibited, though one was given a defect notice. The inspection records appeared to be in order, though a number were not signed. A number of the defects were easily and quickly rectified.

Mr Prior said the company accepted that its maintenance system prior to June had left a lot to be desired. However, it was odd that in September a prohibition was placed on an open-topped decker because the emergency door on the top deck was inoperable. The collapsed seat had been broken by the vehicle examiner struggling to open the emergency door.

Mr Prior said a number of annual test failures had been imposed by one man, a Mr La Roche, but Brigadier Turner said the person concerned had retired on health grounds after some problems over inspections. He would disregard those test results.

Mr Prior said that Mr La Roche's actions had damaged the company's morale. He was failing vehicles that others would have passed. Since June 17 vehicles had been put through annual test. Eight had passed immediately, three had failed and six had passed after adjustments at the test station.

Of the latter, four had related to headlight adjustment. It was subsequently discovered that the company's headlamp alignment equipment had been damaged and was out of calibration. Of 17 prohibition notices, only four related to brakes, steering or tyres, the main safety critical items. The vast majority of the defects were oil leaks, seats and bodywork.

London Cityrama reduced the number of vehicles it was seeking authority to operate from 64 to 55

London Cityrama's fleet engineer, Paul Jupp, said he had been promoted to that post in December 1989. He had inherited the system and he accepted the records were not what was required. The double deckers were being inspected every eight weeks, as that was the period between inspections when he took over.

One of the problems had been employing and retaining fitters. Four fitters had left the company in the last year. Currently, five day fitters and a night fitter were employed. They also employed a retired DoT vehicle examiner.

Mr Prior said a number of annual test failures had been imposed by one man, a Mr La Roche, but Brigadier Turner said the person concerned had retired on health grounds after some problems over inspections. He would disregard those test results

Mr Jupp thought the company maintained its fleet in relation to safety aspects very well. He said that they did act on drivers' reports, but unfortunately there was no paperwork to substantiate that. There were some PSV drivers who did not check vehicles properly, signing them off while sitting in the tea room.

Since the vehicle examiner's visit a new inspection form had been adopted, as recommended in the Guide to Maintenance. The period between inspections had been reduced to four weeks and a flow chart was in use.

The drivers' pre-duty checks had been improved. They were now given documents showing what items were to be checked. The form was then returned to the controller.

If there were any defects they were either rectified immediately or the vehicle taken off the road. If any defects occurred during the day, the driver entered them on his signing off sheet.

One of the problems with open-top buses was seat deterioration on the top deck, said Mr Jupp. Drivers were now required to report on seat condition. He had not encountered any difficulty over finance for maintenance. He had never had any request for equipment or spares refused.

Brigadier Turner said that, excluding tests carried out by Mr La Roche, 11 vehicles tested in 1991 led to four passes, four failures and three passing after rectification at the station. That meant that 63 per cent had initially failed and 36 per cent could not be rectified at the station.

In 1992 53 per cent initially failed and 26 per cent could not be rectified at the station. That com-

➔

Cityrama...

pared with the average in the south east of 32 per cent and 14 per cent.

In reply to Brigadier Turner, Mr Jupp agreed that most of the prohibited vehicles had faults other than seats and bodywork. He said that in 1989 and 1990 the company had had a very good annual test pass rate.

It had deteriorated in 1991 and 1992 due to the poor standard of staff. It had been very difficult to get competent staff. He thought the figures for this year would change dramatically for the better.

Brigadier Turner pointed out that so far this year the initial failure rate was considerably higher

than the national average.

Questioned further, Mr Jupp said that he relied heavily upon the chief fitter for deciding whether a vehicle was fit to go for test. Unfortunately, the chief fitter had not checked work carried out on a vehicle prohibited at annual test in September. He agreed that a vehicle prohibited in service could not have been properly inspected.

Director Peter Inzani said that in 1990 the licences of London Cityrama and the associated Limebourne Coaches were merged to give a licence authorising 64 vehicles. The fleet was split almost 50/50 between double decker buses and coaches.

Over the last 12 to 18 months the company had experienced considerable operational difficulties with Westminster City Council, who were trying to curtail sight seeing operations.

He accepted that the double-decker buses had "gone beyond their sell-by date", but it was difficult to make plans when the future was so uncertain. However, if the licence was allowed to continue, orders would be placed for five new buses. Some £2 million had been invested in coaches in the last two years.

Brigadier Turner said a third of the vehicles prohibited had been coaches, so it was not all double deckers.

In reply to the commissioner, Mr Inzani said that, if the licence authorisation was halved, the company would probably have to close.

Mr Prior said that the operation of open-topped sight-seeing buses was highly competitive. One problem with the age of the vehicles was that they were built 20 years ago to meet less stringent standards.

Prospect gets a strong warning

PROSPECT Coaches (West) Ltd, of Lye, Stourbridge, has been given a strong warning about the maintenance of its vehicles at a Birmingham disciplinary inquiry.

The West Midland traffic commissioner John Mervyn Pugh renewed the company's licence for one year only after it had reduced the number of vehicles it was seeking authority to operate from 30 to 25, and had agreed to have them inspected every two weeks.

Mr Pugh said that, since the company had appeared before him at a previous public inquiry, there had been a number of further prohibition notices. There had also been complaints from members of the public.

Two of the complaints dealt with a party of school children returning from Dover when, during the course of the journey, three different vehicles broke down. The party was six hours late getting back and parents had not known where they were.

The driver was said not to have been very co-operative. The other complaint referred to a vehicle returning from a trip to Blackpool, which broke down and had to be towed away.

Saying that these were quite serious complaints, involving vehicles breaking down on motorways which could have been handled in a better fashion, Mr Pugh warned that he did not want to see such complaints again.

Though the company had introduced the system of maintenance recommended by the Traffic Area, it was still collecting prohibition notices. Something was going wrong. The problem appeared to be that the older vehicles were being inspected every four weeks, and that was clearly too long a period between inspections.

Though the company had introduced the system of maintenance recommended by the Traffic Area, it was still collecting prohibition notices. Something was going wrong

Director Geoffrey Watts admitted the company was operating relatively old vehicles, doing high mileages on motorways, but said he did not want the company to get into debt by purchasing new vehicles.

The commissioner suggested that the older vehicles be inspected every week, but Mr Watts said that would be too expensive. He agreed, however, to reduce the period between inspections to every two weeks.

Mr Pugh directed that the renewal application in a year's time be considered at a further public inquiry.

Prohibitions led to an inquiry

FIFTEEN prohibition notices since 1988 led to Cwmbran-based J D Cleverley , trading as Capitol Group, appearing at a Cardiff disciplinary inquiry before the South Wales deputy traffic commissioner Lyndon Davies.

For the company, Roger Craddick said the company had been operating for 20 years and until three years ago had run up to 75 vehicles. Currently, it was operating up to 50. He said the company found it very unsatisfactory to be in its present position. At first sight, the list of prohibition notices looked very formidable. However, when analysed, the situation was not quite so serious, bearing in mind the number of vehicles and the mileage operated.

There was one prohibition in 1988, four in 1989 including one marked "neglect", six in 1990, two in 1991 and two in 1992. There were also two convictions. One involved a coach found without a fire extinguisher during a spot check in Birmingham and the other an operator's licence disc being dislodged by cleaners and put into the glove compartment.

Managing director Jeffrey Cleverley said two of the prohibitions involved the floor trap which accommodated the cold start being insecure and adrift. There was one brake defect in 1991. The company had a very good working relationship with the DoT examiners, who had an office at the company's Swansea depot where all its maintenance was undertaken.

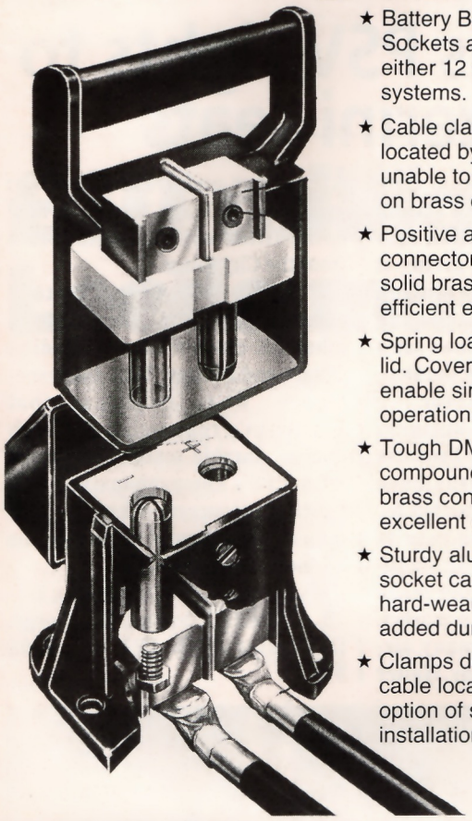
Taking no action against the company's licence, which expires in September 1993, Mr Davies said he thought there should be a "little tightening up" and that the company should send a further letter to its drivers pointing out their responsibilities.

Action move adjourned

CONSIDERATION of disciplinary action against the licence held by Janet Hill, trading as Brierley Coachways, has been adjourned until next June for the production of audited accounts. Mrs Hill had been called before West Midland traffic commissioner John Mervyn Pugh at a Birmingham public inquiry.

After hearing that Mrs Hill's husband was very much involved in the business, Mr Pugh advised her that she and her husband ought to put in a joint application for a licence. He said that, when the case came before him again he would also require satisfying about the maintenance arrangements for the vehicles being operated.

GRIPTONE© VEHICLE FITTINGS

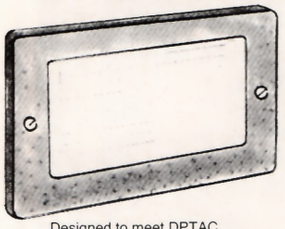


- ★ Battery Booster Plugs and Sockets are available to suit either 12 volt or 24 volt systems.
- ★ Cable clamps positively located by 8mm bolts, so unable to twist out of position on brass connectors.
- ★ Positive and negative connectors machined from solid brass, for highly efficient electrical contact.
- ★ Spring loaded ABS moulded lid. Cover snaps back to enable single handed operation.
- ★ Tough DMC plastic compound firmly anchors brass connectors and has excellent dilectric integrity.
- ★ Sturdy aluminium plug and socket castings coated in hard-wearing polyester for added durability.
- ★ Clamps designed for crimped cable location, providing option of solderless installation.

FLUSH FITTING 'BUS STOPPING' SIGN

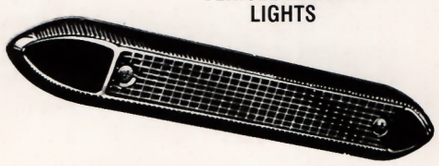
Bus Stopping sign designed to meet DPTAC recommendations. Easy to fit wall mounted unit of polycarbonate flame retardant construction with easy bulb change. Alternative colours grey or black. As used by London Transport.

VEHICLE STEP LIGHTS



Designed to meet DPTAC requirements. Base moulded from glass filled nylon, lens and bezel from high impact polycarbonate. Bulb and reflector construction allows low wattage bulb with enhanced light output, watertight unit.

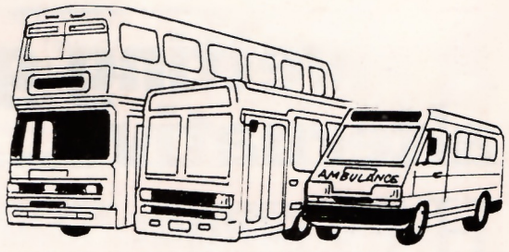
VEHICLE MARKER LIGHTS



The Griptone Marker Light is aerodynamically styled and designed for all PSV applications. This multi bulb lamp has the benefit of 3 bulbs allowing 2 bulbs to fail and still maintain light output. The high impact polycarbonate lens are available in alternative colours clear, red, amber, blue and green.

GRIPTONE© LIMITED

Astley Park Estate, Kennedy Road,
Chaddock Lane, TYLDESLEY,
Manchester M29 7JT
Tel: (0942) 886500
Fax: (0942) 886510



The SMMT/VBRA Quality Code for commercial vehicle bodybuilding means *QUALITY PLUS.*

Only members of the Code offer you a Quality Management System registered to BS 5750 Pt 2.

PLUS

Quality Assurance Schedule 352/161, the unique standard for commercial vehicle bodywork.

PLUS

The SMMT/VBRA Quality Code Customer Care Package.

It adds up to a better deal. Get on the road to quality now. Look for the Quality Code symbol, the sign of Quality Plus.

For further information,

Society of Motor Manufacturers and Traders
Forbes House Halkin Street London SW1X 7DS
Telephone: 071 235 7000. Fax: 071 235 7112
Contact R Davis

Vehicle Builders and Repairers Association
Belmont House Gildersome Leeds LS27 7TW
Telephone: 0532 538333. Fax: 0532 380496
Contact H Liddell

Straight on for Quality.

Huckbolts (inset) have been used in place of rivets on this Plaxton Pointer's body

A rivetting good alternative...

HUCKBOLT permanent fasteners are used instead of welding or threaded fasteners in the construction of Plaxton's Verde and Pointer city bus bodies.

Huck developed a special corrosion protection for its fasteners for the application to ensure they met the Plaxton's 15-year design life.

Plaxton's David Axcell said:

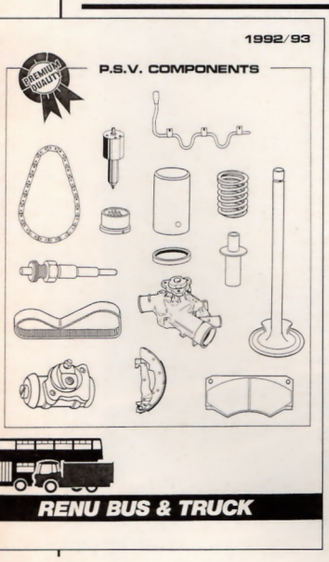
"One of the main reasons for preferring fasteners to welding is that welding requires a great deal of skill and control whereas Huckbolting is a far simpler operation.

Maintenance and repair are also easier as re-Huckbolting is simple while re-welding can be very difficult.

"Welding can also give stress concentrations in joints and lowers the basic strength of the metal. Huck-bolting does not have that disadvantage in the design application used by Plaxton for its joints."

The Huckbolt is semi-automated and gives a much faster assembly time than conventional nuts and bolts. It makes a positive long-life fastening and is very flexible in production for differing versions of the bus models.

Contact Huck - UK Ltd, Unit C, Stafford Park 7, Telford, Shropshire TF3 3BQ, tel, 0952 290011.



Renu catalogue

PSV and truck component supplier, Renu has published a new catalogue of PSV parts.

The range encompasses brake, engine and fuel injection components. It covers full-size vehicles and minibuses including AEC, Bedford, Cummins, DAF, Ford, Freight-Rover, Gardner, Iveco, Leyland, Mercedes, Perkins, Renault, Scania, Talbot and Volvo.

Renu offers a full guarantee, and has £1 million product and public liability insurance cover.

A next-day delivery service is offered.

Further information, and copies of the catalogue and price list are available from Renu, 2 Welton Road, Wedgnock Industrial Estate, Warwick CV34 5PZ, tel 0926-497744.

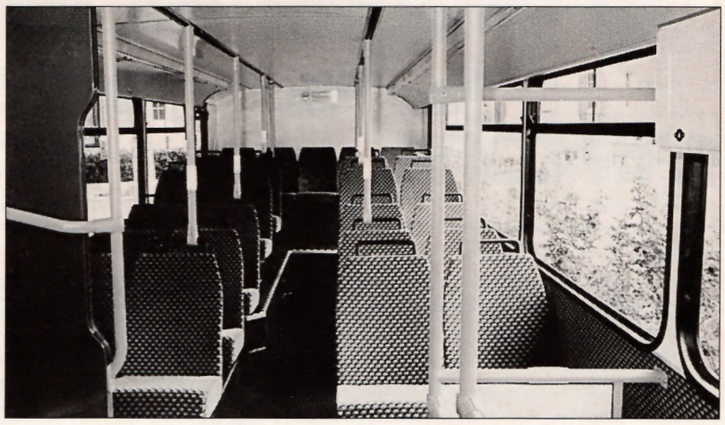
RFS wins PSV rights to sell Lazzerini seats

RFS ENGINEERING of Doncaster has signed a formal contract with Italian seat manufacturer Lazzerini giving it the sole sales and distribution rights for the UK coach, bus and rail markets. The deal follows sales of more than £1 million by the Doncaster company in the last year.

Graham Tomlinson, business manager for RFS Interior Products said: "The last 12 months have been, in essence, a trial period for both companies and the results have been very positive with significant breakthroughs being made into the UK bus and coach market. We are delighted that many air-conditioned buses built by Walter Alexander and Duple (Metsec) operating in Hong Kong are now being fitted with Lazzerini seats from the City range.

"This has been further enhanced by winning orders from other UK coachbuilders including Optare and Plaxton. With this experience, we're confident that Lazzerini's reputation for high quality, durable seating, combined with RFS's comprehensive engineering resources, offers our customers an unbeatable service for all their seating needs."

Contact RFS Engineering Ltd, Vehicle Interiors, Hexthorpe, Doncaster DN1 1PJ, tel 0302 340700.



Optare London Central bus with Lazzerini seats

Protect turbos from coke-up

PROTECTION for the turbocharger during that vulnerable period after engine shutdown is provided by the Turbo-Oiler from Merlin Equipment.

When a hard-working turbo-diesel engine is shut down suddenly, the turbocharger itself is often still spinning. With no supply of fresh, cool oil, the residual lubricant in the turbo overheats rapidly and cokes up, leading to bearing seizure and inevitably the need for an expensive new turbocharger.

The Turbo-Oiler holds a supply of engine oil at full pressure until the engine is shut down. This oil lubricates the turbo bearings until they come to rest, preventing burn-out and leaving the unit in peak condition for the next operating cycle.

It is fully integrated into the oil system and the makers say it will take only a couple of hours to fit.

Cost is £199 + VAT, and the device is available from Merlin Equipment, Scotts House, Cuxham Road, Watlington, Oxon OX9 5JW, tel 0491 613027.

The Turbo Oiler

£40 million for Leeds museum

A £40 MILLION plan to build a huge international heritage museum in Leeds will provide a new tourist attraction in the centre of the country.

Royal Armouries - responsible for the Tower of London and Fort Nelson near Portsmouth - is hoping to have completed the massive complex at Clarence Dock by Spring of 1996, work beginning mid-'93.

The Royal Armouries Leeds will house the biggest collection of its type in the world - artefacts from theatres of war, hunting and self-defence spanning thousands of years. The ambitious project already has £20 million funding from Government and is now raising the balance from the private sector.

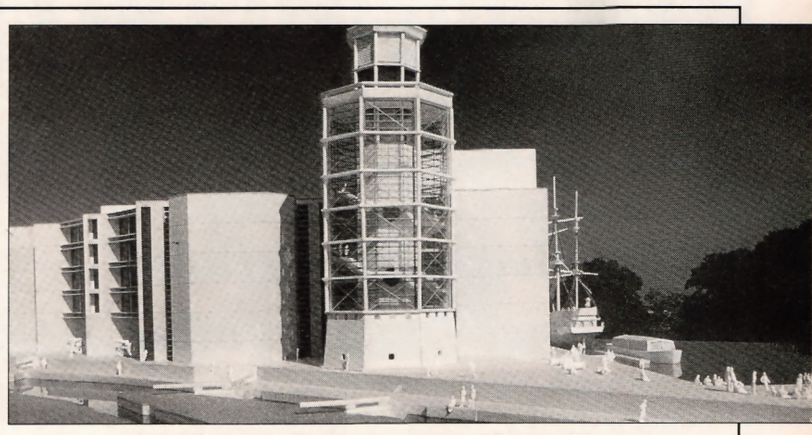
Aside from the museum, the 37-acre site will house shops, restaurants, a hotel, offices and residential accommodation alongside the canals and River Aire.

Motorway links are expected to be very good.

Although firm plans for the structure of the buildings have now been made, the collection has not been finalised. It is likely to have the latest technology installed to make the displays come alive... plus real falcons, hunting dogs and horses to bring the countryside into the city.

The new museum is part of Leeds' Waterfront regeneration project, on which £100 million has already been invested.

In '93, work will also begin on the Tetley Breweries Visitor Centre, to be completed by Easter 1994.



Royal Armouries' new museum in Leeds

Campanile hotel has '93 rates

RATES for 1993 at Campanile Nanterre, west of Paris, have been set from around £20 to £23 bed and breakfast, and £31 to £33.50 half board.

The hotel, about 10 minutes from the Champs Elysées, adds supplements of £14.75 for single occupancy, £13.75 for triple occupancy. Mealstops can be arranged with menus set at £10.75 a head.

All new prices begin at the start on March 1. High seasons are March 2 to June 30, and September 1 to November 30. Low season is July 1 to August 31, and December 1 to February 28, '94.

Full details from Hôtel Gril Campanile, 22 - 22 avenue Pablo-Picasso, 92000 Nanterre, tel 010 33 1 47 29 1551, Fax 010 33 1 47 25 27 09.

Peak for shopping trips

CHRISTMAS shopping trips to MetroCentre are reaching peak, with more than 160 vehicles every Saturday, says coach park manager Bernie McDermott.

Almost half of all coach visits are from Scotland, but foreign coaches from Dortmund and Lille have visited, and air travellers from Norway and Iceland have been arriving on the regular shuttles.

"A coach arrived from Friockheim, and I spent ages poring over a map of Germany without success," said 'Mac' McDermot. "It was only when the driver came back to the coach park that I learnt that Friockheim is a small town north of Dundee!"

12,000 enjoy Mitcar

MOVING the Mitcar show to Le Bourget Exhibition Centre near Paris had little effect on numbers - it attracted just over 12,000 travel trade people during the five days.

Coach operators were the predominant trade group, forming 62 per cent of all visitors. Travel agents made up the other 38 per cent.

Most European coach manufacturers were represented, including Mercedes, Kässbohrer, Bova, Neoplan, Drögmöller, Van Hool and others. Tourism products of all types were on show.

Ferry paint for Hull bus

A KINGSTON upon Hull City Transport bus is shipshape thanks to a paint scheme from North Sea Ferries. KHCT's Ferry Bus which now runs between Hull's Paragon Rail Station and NSF's terminal was liveried in the distinctive NSF blue and white. The service is a joint project between the two companies.

Tony Farrell, NSF sales manager UK (left), shakes on the deal with KHCT operations director Roy Mitchell, watched by NSF hostess Jayne Dalton

Strensham is the biggest in Europe

KENNING'S new Strensham Services off the M5 has opened, providing a facility for 25 coaches at any one time.

The 46-acre site houses the biggest filling station in Europe - 28 cars at a time and four Derv pumps. It has a 450-seat restaurant, 72-seater burger restaurant, forecourt shop, mini supermarket, picnic area, enclosed play area and amusement arcade.

The 24-hour restaurant provides hot food throughout the night. Perhaps the New Strensham Services' most unusual feature is the pond - specifically designed to harbour a population of great crested newts!

NEW DESTINATION FOR 1993!

CZECHOSLOVAKIA

POLAND-HUNGARY-UKRAINE

Select a professional partner who can offer....

- Standard programmes or specially prepared itineraries for your clients
- Arrange your hotel accommodation
- Provide English speaking guides
- Organise special steam train charters
- Offer our own classic old-timer coaches for special tours
- 24-hour recovery in Czechoslovakia
- Replacement coaches and driver available
- Specialists in sporting and Educational visits

FREEDOM TRAVEL

P.O. BOX 358
TR. 1.MAJE 97
Liberec
CZECHOSLOVAKIA

TEL: 010-4248-26959
FAX: 010-4248-20754

PEMBROKE CASTLE ...

Pembroke Castle is the oldest in West Wales and for over 300 years was the seat of the Earls of Pembroke. It was founded by the Montgomerys in 1093 and work began on the splendid masonry a century later with the circular Great Tower or Keep. Dominating the Castle, the Tower stands fully 75ft. high and is the finest of its type in Britain. Home to such great personalities as Earl William Marshal, Regent to Henry III, and to the early Tudors, Pembroke Castle can boast the birth of a King within its walls, Henry VII or 'Harry' Tudor. During the Civil War the Castle was held in turn for both Parliament and King, and Cromwell arrived in person to start the siege which led to its final surrender.

OPENING HOURS

The Castle is open to the public daily at the following times:

1st April-30th September (including Sundays)	9.30 a.m. - 6.00 p.m.
March and October (including Sundays)	10.00 a.m. - 5.00 p.m.
November to February (including Sundays)	10.00 a.m. - 4.00 p.m.

The Castle is closed to the public on Christmas Day, Boxing Day and New Year's Day.

ENTRANCE FEES

Adults	£2.00
Children (under 16) and Old Age Pensioners	£1.20
Family Tickets (2 Adults plus 2 Children under 16)	£6.00
Children under 5 and physically handicapped (in wheelchairs)	FREE
Parties of 20 or more	£1.80/£1.00
Secondary School parties prebooked	£0.70
Primary School Parties prebooked	£0.50
Student parties prebooked	By arrangement

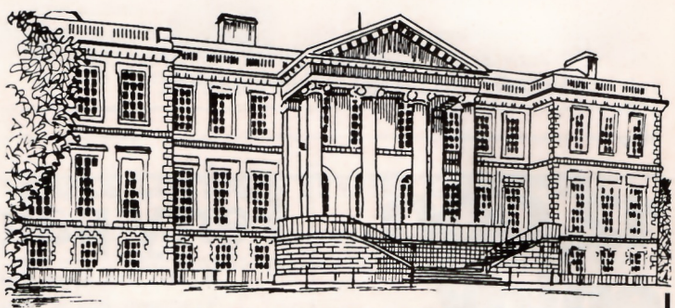
GUIDED TOURS

By arrangement but daily (except Saturdays) from end of May to end of August. Additional charge 50p per person (children under 16 free).

FURTHER INFORMATION

Address: Pembroke Castle Trust, Pembroke SA71 4LA
Telephone: Office: (0646) 681510 Ticket Office: (0646) 684585

ONE OF WALES' TOP ATTRACTIONS!



RAGLEY HALL

ALCESTER • WARWICKSHIRE

The beautiful home of the Earl and Countess of Yarmouth.

Set in 400 acres of parkland, woodland and gardens, Ragley Hall is so much more than a stately home.

- Lakeside Picnic Area
- Adventure Wood and 3D Maze
- Woodland Walk
- Stables and Carriage Collection
- Graham Rust's Amazing Mural
- England's finest Baroque Plasterwork
- Terrace Tea Rooms and Gift Shop

OPEN DAILY (Except Monday & Friday) **10th APRIL 26th SEPTEMBER**

For Group Bookings telephone (0789) 762090 or write to Ragley Hall, Alcester, Warks. for further information

HOUSE 12.00 - 5.00PM • PARK & GARDENS 10.00AM - 6.00PM
OPEN BANK HOLIDAY MONDAY

ON THE A435 NEAR ALCESTER • **TEL: (0789) 762090**

Greatdays does the continental

TOUR wholesaler Greatdays used the World Travel Market to launch itself to the incoming trade.

Deals available to foreign tour companies include all ground handling, including shuttles and coaching, guiding, add-ons and accommodation.

Special interest breaks, school trips, festivals, racing and even beer tasting tours are being made available to tour operators and agencies from Europe.

Paul Beaumont, sales director of Greatdays, told *Coach and Bus Week* the initiative had been a great success, generating a large number of inquiries. Favourable inbound exchange rates have got the French, German and Dutch in particular looking for good deals from British tourism in 1993.

Included in quoted prices to the incoming trade is coach hire at lead-in prices of £290 for a 49-seater, or £250 for a 20-seater. Meal stops are quoted at £6 to £9. All deals are also available to UK operators.

Wade Emerson Jnr of OK Travel (centre) gets tucked into the hamper presented by Leicester tourism manager Andy Sykes (left) and Leicestershire County Council tourism officer Howard Nash

One-stop shop at Scandic

INTERNATIONAL hotel chain Scandic Crown has opened a central booking office in Edinburgh at which any of the 100 top-class hotels can be accessed. New international sales director Jill Chalmers says the facility gives operators a one-stop shopping contact for hotels in nine European countries.

For details call her on 031 557 9797.

Firm OK for Leicester

OK TRAVEL picked up a hamper full of Leicestershire delicacies at World Travel Market as a reward for being one of three top operators into the county.

OK, Shearings Holidays and Saga Travel were top of the league according to Leicester Tourist Board for bringing group travel business in '92.

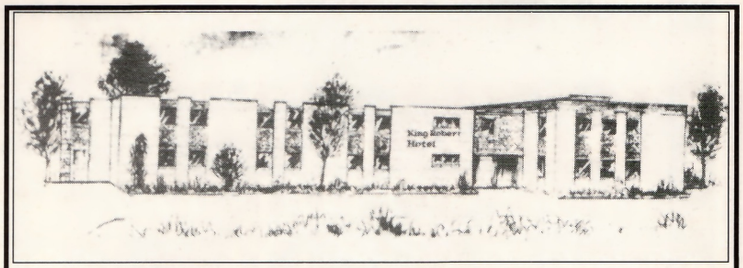
SHERWOOD COURT

Open all year. All bedrooms en suite - Colour TV - Tea making facilities - **Lift** - Full central heating - **Live entertainment** - Quiet lounge - Morning papers - Heated **Indoor swimming pool** - Sauna -Jacuzzi - Solarium - Games room. Choice of menu - Spacious dinning room. Coach parking - Driver free - No single room supplement.

The Sherwood Court Hotel is situated only a few minutes walk away from the Esplanade and the town, and is an ideal base from which you can explore this beautiful Island.

"Eight day Tours in July and August '1993"
NOW BOOKING

Telephone 0983 862518 **Fax 0983 867646**
Sherwood Court Hotel, Atherley Rd, Shanklin IOW PO37 7AU



KING ROBERT

AA ★★ HOTEL STB

★ Glasgow Road Stirling
★ Winter Rates From £18 PPPN
★ We can organise Group Entertainment
★ Situated in the very heart of Scotland with fantastic access to Edinburgh, Glasgow and Stirling.
★ You cannot afford to overlook our competitive terms.
★ Total capacity of 106.

CALL NORMA TO DISCUSS YOUR REQUIREMENTS

0786 811 666 Telephone
0786 811 507 Facsimile

Bodnant Garden

Tal-y-Cafn, nr. Colwyn Bay, Clwyd

Eighty acres of magnificent garden in the beautiful Conwy Valley. Rhododendrons, camellias and magnolias in spring, with the famous Laburnum Arch and azaleas flowering mid May-mid June. The Summer months produce Herbaceous plants, water lilies, hydrangeas and roses, followed by good Autumn colour.

Group Rate: £2.90 each (for parties of 20 or more)

Free refreshments for coach drivers. Ample parking.

Open mid-March to end of October, daily 10am-5pm. Refreshment Pavilion – Plant Sales area – Gift Shop

8 miles south of Llandudno and Colwyn Bay
Telephone: (0492) 650460

The Best Tours of England need the Best Guide.

DOVER CASTLE, KENT

ENGLISH HERITAGE cares for many of the nation's best known historic buildings that include prehistoric sites, powerful castles, ruined abbeys and great houses. There is the mysticism of Stonehenge, the cliff top grandeur of Dover Castle, or the unique view of Royal Victorian life at Osborne House.

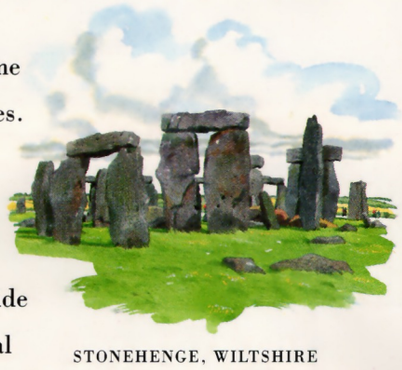
OSBORNE HOUSE, ISLE OF WIGHT

CARISBROOKE CASTLE, ISLE OF WIGHT

Group bookings are particularly welcome at these and many other historic properties. Discounts and free places for guides and drivers are available to larger groups.

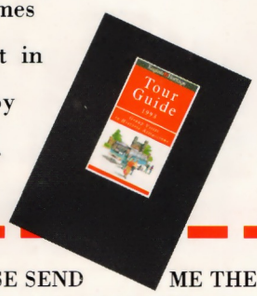
To help you plan a successful season of tours we have produced our 1993 Tour Guide in a new easy-to-use format. It provides vital information on location, parking, opening times and facilities. It reflects the growing interest in English Heritage that has been generated by our advertising and promotional campaigns.

The best tours of England start here.



STONEHENGE, WILTSHIRE

HADRIAN'S WALL, NORTHUMBERLAND



Start planning now by sending the coupon to Tim Martin, English Heritage, Keysign House, 429 Oxford Street, London W1R 2HD.

Or telephone 071-973 3000.

BATTLE ABBEY, EAST SUSSEX

English Heritage

PLEASE SEND ME THE NEW 1993 TOUR GUIDE

NAME: _____

POSITION: _____

COMPANY: _____

ADDRESS: _____

_____

POSTCODE: _____

TELEPHONE: _____

T & E

National Trust ready for '93

National Trust properties to stage events

THE National Trust's huge number of houses and gardens go into hibernation at the end of October... but will be starting the year with a bang at Easter.

The variety of special events on offer during summer means there is something for every coach group, from schools to the disabled. Some events staged in the evening may help extend an afternoon visit to a stately home, others are a full day in themselves.

Eight venues will be organising open-air theatre this summer, most events running at the end of June through to the end of July. Country and craft fairs have been laid on at seven National Trust properties, horse trials at Lanhydrock in Cornwall and Stowe in Buckinghamshire, and sheepdog trials at Chartwell in Kent.

One of the earliest family events is the Easter Extravaganza at Beningbrough Hall, Yorkshire, on April 10,11 and 12. Five other family-orientated events are on the calendar.

Among more unusual events is the American Independence Day celebration at Washington Old Hall, Tyne & Wear on July 4. The English Civil War gets an airing at garrisons at Dunster Castle, Somerset on June 5 and 6, and at Corfe Castle, Dorset, on October 23 and 24.

Music forms the basis of most National Trust events. Open-air classical concerts to appeal to a variety of tastes take place at 16 venues stretching from Wales over to Kent. Jazz concerts have been planned for 13 venues, four concerts having an added firework display. If opera is your client's interest, seven venues can offer a concert.

The National Trust properties already form a vital element of many operator's excursion and tour programmes, but many venues still go largely unvisited by groups. Membership of the National Trust is one way to keep up to date with events and changes in facilities at stately homes and gardens.

For full, up-to-date details of events, contact Joanna Boyson, Events co-ordinator, The National Trust, 36 Queen Anne's Gate, London SW1H 9AS, making it clear you are in the travel trade. Membership details can also be forwarded.

NORTHUMBERLAND

The most impressive fortress on the coastline

BAMBURGH CASTLE

The home of Lady Armstrong

The Norman Keep has stood for eight centuries and its setting upon The Crag, which is referred to as a Royal Centre by AD 547, is certainly one of the most dramatic of all Castles in Britain.

The Castle is floodlit.

Featuring:

Tours by arrangement anytime

● Magnificent Seascapes including Holy Island and the Farne Islands and Landscapes extending to the Cheviot Hills ● Guided tours — morning, afternoon or evening ● Talk linked to age-group ● Restaurant — professionally managed ● All aspects of the tour market ● Flexible attitude to accommodate parties ● One stop — tour, meal, conveniences ● Parties may alight at Castle Gate ● Free coach park ● The Armoury, including loan collections from H. M. Tower of London. The John George Joicey Museum, Newcastle-upon-Tyne, and others ● Fine Paintings including some from the Duke of Cambridge's collection.

Open to general public from Maundy Thursday to the last Sunday in October.

Concessionary Rates for Parties. Tea Room in the Castle Clock Tower.

CUSTODIAN — TEL: BAMBURGH (066 84) 208/515.

WHEN HISTORY & CHARACTER ARE IMPORTANT TO YOUR CUSTOMERS

Ancient Coaching Inn at the heart of historic Northampton. Fifteen minutes from J16 of M1. One of the biggest shopping centres in central England within walking distance. Imaginative home-cooked food served in elegant wood-panelled restaurant.

Meal stops, one night stays welcome.

THE *Angel* HOTEL

Bridge Street, Northampton
Tel (0604) 21661 Fax (0604) 30076
Host: Gary Install

HARMONY LEISURE GROUP PLC.
"The Hospitality Company"

Stratfield Saye open from May 1

STRATFIELD Saye, former home of the Duke of Wellington, goes into battle for groups next May when it opens its doors to the new season.

The stately home given to the Great Duke in recognition of his military career is now a monument to him, containing masses of his possessions and memorabilia. Once the tour is over, there's the adjacent Wellington Country Park to visit, with its nature trails, picnic area, Thames Time Trail and National Dairy Museum.

Stratfield Saye is open from May 1 every weekday except Friday, 11.30 am to 4 pm. Admission to Stratfield Saye (tel: 0256 882882) is £3.55 adults, £1.95 children, and £2.55 OAPs. Drivers get a £2 meal voucher. Wellington Country Park charges £2.25 for adults, £1.10 for children and £1.80 for OAPs.

Big Bus tours free at World Travel Market

RICHARD Maybury's The Big Bus Company was filling its vehicles with the international travel trade at last week's World Travel Market.

The open-top sightseeing operation made the most of its stand space alongside London Tourist Board to offer free tours to foreign tour operators, journalists and new UK clients, with pick-ups right outside the Earl's Court show.

US market sees Big Bus product

"A lot of interest was shown by American tour companies," said Mr Maybury, Big Bus's managing director. He said the fact that his company was the only one currently offering live commentary by a London Tourist Board guide had been a good selling point.

"Only live commentary can give you up-to-the-minute news on what is happening in London. Very often events are happening as you pass by on tour, and only live commentary can give an immediate insight into London as a living city," said marketing director Alan Ward.

Solid info in new guide

MIDDLESBROUGH'S Travel Trade Manual may not be the glossiest publication but, with almost 170 pages, gives comprehensive information of booking hotels, attractions and events in the area.

The theme 'Gateway to Captain Cook Country' fits in nicely with the suggested weekend and five-day itineraries to take advantage of Newcastle's nearby Tall Ships Race, July 14 to 17. Middlesbrough's position, on the border of the North Yorkshire Moors, may also explain its Herriott and Emmerdale Farm itineraries' and an Esk Valley itinerary taking in the scenery used in the Heartbeat TV series.

The usual solid information complements a straightforward publication which will aid any coach operator.

For a copy, contact Middlesbrough's tourism officer Ruth English on 0642 264145.

BROADLANDS

Famous for royal honeymoons and as the home of Lord Mountbatten, Broadlands has countless mementoes of the Mounbatten and Palmerston eras and of its many royal visitors.

One of the finest Palladian houses in England, Broadlands is also home to a magnificent collection of paintings and furniture.

Enjoying an idyllic setting on the banks of the Test with superb views from the riverside lawns.

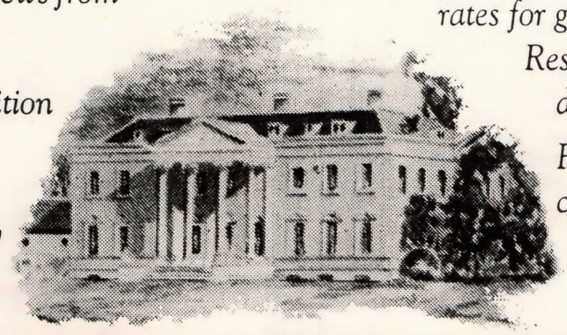
The Mountbatten Exhibition traces the eventful lives of Lord and Lady Mountbatten, while history is brought vividly to life in 'The Life and Times of Lord Mountbatten' multi-screen audio-visual presentation.

SPECTACULAR MOUNTBATTEN AUDIO-VISUAL

Facilities include self-service restaurant, picnic area and two gift shops.

Open Easter to end September. Admission 10am - 4pm. Closed Fridays, except Good Friday and in August. Special rates for groups. Free coach parking. Restaurant voucher for coach drivers and couriers.

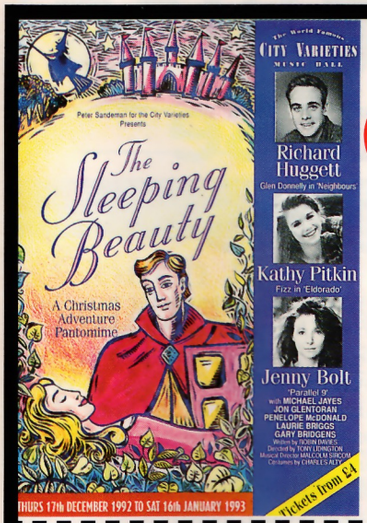
For further information, call Romsey (0794) 517888.



OFF A31, ROMSEY. SIGNPOSTED FROM JUNCTIONS 2 AND 3, M27

SHOW GUIDE

Want coaches at your show? Make sure they are. Telephone Hugh Cairns on 0733 63100



The World Famous

CITY VARIETIES

PARTY BOOKINGS
for help and advice
about party reservations
please telephone the
special party bookings
number on

(0532) 341762

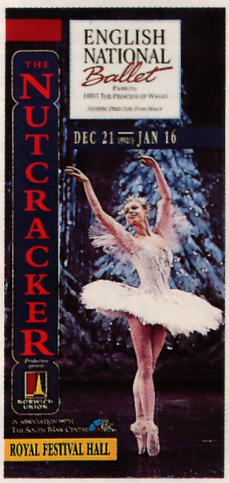
WILD ROSE INTERNATIONAL LTD PRESENTS
The RUSSIAN ALL STARS
ARTISTIC DIRECTOR: TATIANA TARASOVA
The Sleeping Beauty
A FULL - LENGTH BALLET ON ICE
22 OLYMPIC, WORLD AND EUROPEAN CHAMPIONS
SUNDERLAND EMPIRE Theatre
15 - 30 JANUARY 1993 TUESDAY TO SUNDAY 7.30
BOX OFFICE: 091 514 2517 Half Price Matinees Saturday & Sunday

SUNDERLAND EMPIRE Theatre

For a decade the **Russian All Stars** have been dazzling the world with their breathtaking ice ballets and feats of high speed and dare-devil acrobatic skating. Now, for the first time on a British stage, **the Russian All Stars** present the most romantic fairytale of all time - THE SLEEPING BEAUTY, a full length ballet on ice.

BOX OFFICE:
091 514 2517 ~ FAX: 091 510 2150

NUTCRACKER



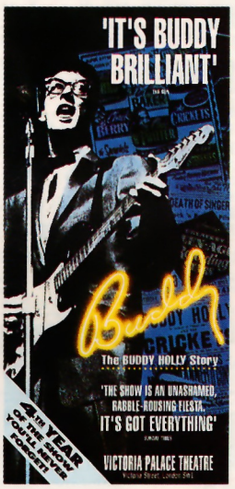
NUTCRACKER
Music Tchaikovsky

December 21 - January 16
A seasonal treat for everyone -
with beautiful costumes and magical special effects:
flying pastry cooks, a Christmas tree that grown and grows, a magic sleigh, the seven-headed mouse-king and dolls that come to life.

"Pure and simple magic"
London Evening Standard

Bring a group to London's **Royal Festival Hall** and **save up to** £5.50 each
For Information/Booking phone **the Groupline**

071 921 0849

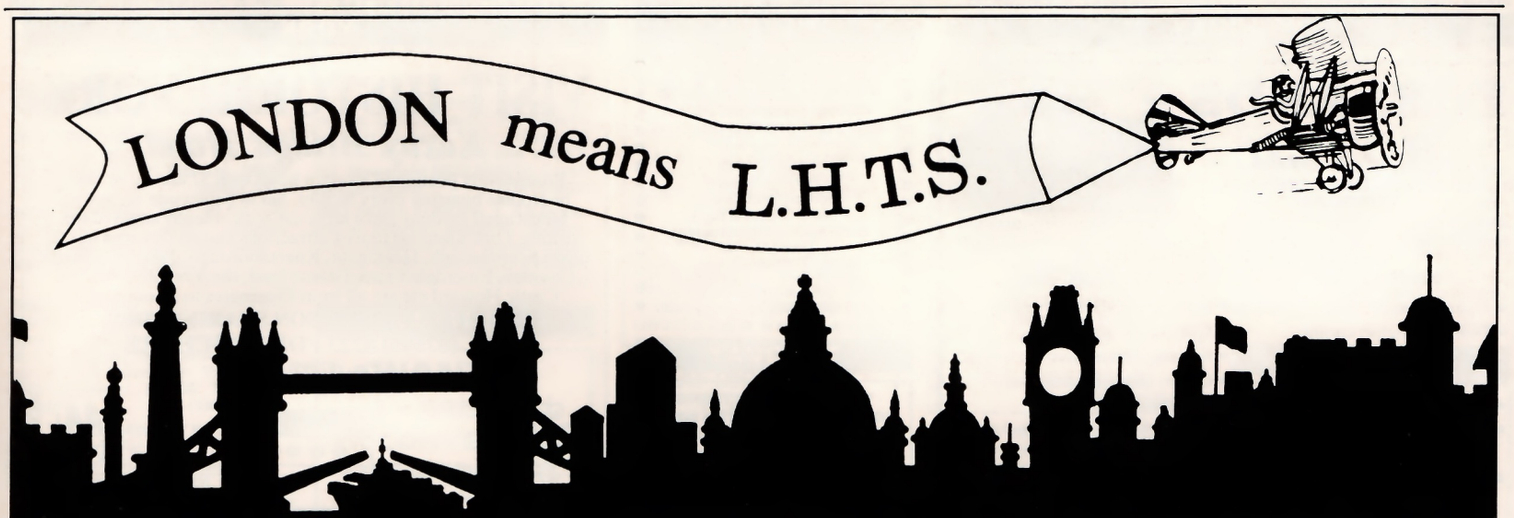

'IT'S BUDDY BRILLIANT'
The BUDDY HOLLY Story
'THE SHOW IS AN UNASHAMED, RABBLE-ROUSING FIESTA. IT'S GOT EVERYTHING'
VICTORIA PALACE THEATRE

THE Buddy HOLLY STORY

His story is legend, his music lives on... standing the test of time for more than 30 years. Now "BUDDY" the musical is at London's Victoria Place, it tells his story, presents his music, features some of Buddy's greatest hits and brings a show you'll never forget.

VICTORIA PALACE THEATRE
Victoria Street, London SW1

Tel: 071 834 1317
Groups: 071 930 6123



LONDON HOTELS & TRAVEL SERVICES

... the only agent you'll ever need for London.

Specialists in quality hotel accommodation and theatre packages to the travel trade.

Tel: 071-938 5344 **Fax: 071-376 0497**

London House, 19 Old Court Place, London W8 4PL

Free guides on offer at castle

FREE one-hour guided tours of the place in which Edward II was murdered are available at Berkeley Castle in Gloucestershire.

The castle has been home of the Berkeleys for 24 generations, its foundations having been laid by the Normans but the structure we see now having been built by Henry II.

Berkeley Castle is one of Britain's most precious historic sites. It was here, in 1215, that the West Country barons met to draft part of the Magna Carta. Oliver Cromwell was another visitor, bombarding the walls of the keep for three days until he managed to get in.

Fortunately, it is fairly easy for groups to gain access. Group rate for admission to the castle and grounds is £3.20 for adults, £2.70 for OAPS and £1.60 for children. Free coach parking is 150 yards from the main entrance, with 15 spaces available but drivers carrying mobility impaired clients can set down at the ticket office before parking.

Inside the castle, the Great Hall, state apartments and dungeons are explained in detail. Paintings by English and Dutch masters, tapestries, furniture, silver and porcelain underline the fact that Berkeley has been a home as well as a fortress.

The Elizabethan terraced gardens are complemented by a tropical butterfly house where many exotic species fly free.

✆ **Details of Berkeley Castle are available on 0332 810332.**

Tudor house hires rooms

AN Essex historic garden and building is putting itself on target for coach groups with an exclusive deal unobtainable for car drivers.

Layer Marney Tower, near Colchester Zoo, is offering guided tours around otherwise private parts of the stately home at £4 a head - but only if the group is of 25 people or more. The attraction can add on a meal or snack - prices ranging from £1.25 for coffee and biscuits to £8 for a full evening meal.

Layer Marney Tower is, at 80 feet, the tallest Tudor gatehouse in the country, built in 1520. Lying behind it and around it are a deer park, rare breeds farm, medieval barn, church, parkland and an orchard.

Layer Marney Tower also has two function rooms for hire for Tudor banquets and seasonal parties, or for corporate use. It has its own resident chef and says its cuisine is the best in the area. The panelled Gallery seats around 140 and the smaller Carpenter's Shop - more rustic - seats 90 but smoking is not allowed here. Prices for four hours are £500 and £400 respectively, plus a £300 damage deposit for dances.

Normal admission is £3 or £1.50 for children. Opening hours are 2 pm to 6 pm (11 am to 6 pm Bank Holidays), the tower opening Thursdays and Sundays from April to June, and every day bar Saturday in July and August.

✆ **Full details of Layer Marney Tower and its facilities from owners Nicholas and Shiela Charrington on 0206 330784.**

COACH TOURS & EXCURSIONS COACHES COACH TOURS & EXCURSIONS

TORQUAY

FOXLANDS HOTEL

YORK RD., BABBACOMBE, TORQUAY

One of Torbay's premier coaching hotels, privately owned by qualified hoteliers, every year we improve our facilities and standards, specialists in group holiday travel and theme breaks.

VERY REALISTIC RATES FOR 1993/4 TOURS

- ★ Open all year
- ★ Excellent English cuisine – Choice of menu
- ★ Friendly staff
- ★ Lift to all floors
- ★ 56 en suite rooms (All with excellent facilities)
- ★ 12 Single en suites

No supplement charges

- ★ Entertainment every night
- ★ Coach park, free driver
- ★ Relaxing atmosphere
- ★ Games room, gymnasium
- ★ Negotiable rates
- ★ Midweek, weekends, weeks
- ★ Special winter rates
- ★ 50 yds from sea, shops

Call the Foxlands Hotel, 65% of our trade is repeat business.

Call (0803) 328072 for operators package (33281/CWL)

ST MARGARETS HOTEL
Carbis Bay, St Ives, Cornwall

★ Warm ★ Friendly ★ Comfortable ★ Good food ★ Choice menu ★ Entertainment 2 nights a week ★ Bingo ★ Most bedrooms en-suite ★ All bedrooms with Sky TV and tea/coffee facilities ★ Heated outdoor swimming pool ★ Magnificent sea view ★ ★ Large car park ★ 7 nights DBB – £105 ★

We welcome your 1993 enquiries & bookings

Tel. (0736) 796453 (33818/CWL)

AUSTRIA

AUSTRIA

We offer a reliable and efficient service for Coach Tour Operators both in Summer & Winter.

– Adult Groups
– Activity Holidays
– School/Youth Groups
– Music Groups & Bands

AUSTRIA INTERNATIONAL Travel Service
Postfach 123
A-5700 Zell am See. AUSTRIA
Tel. 01043 6542 4452
Fax: 01043 6542 4469 Telex 66587 (26803/CWL)

TORQUAY

WE HAVE EVERYTHING YOUR COACH PARTIES NEED – DO YOU HAVE THE COACH PARTIES WE NEED FOR:-

JAN/FEB/MAR/OCT/NOV 1993

2-7 nts, £11 (pppn) BB + EM

★ All rooms en suite ★ Coach parking ★ Entertainment

FOR MORE DETAILS CALL (0803) 605440

VILLA MARINA HOTEL COCKINGTON LANE, TORQUAY TQ2 6QU (25900/CWL)

DO YOU MAKE COACHES WELCOME?

If so call Louise on (0733) 898111

YORK

VISIT HISTORIC YORK

Kexby Bridge Hotel

Prominently postioned modern hotel with 32 luxury en suite bedrooms boasting every facility. Set in 8 riverside acres with landscaped gardens and a large car park. Ideally situated for visiting York's famous tourist attractions and all this area has to offer: Scarborough, Harrogate, Knaresborough, Whitby, Herriot Country, Emerdale Farm, Bronte land, the Yorkshire Moors, Castle Howard etc are all from 15 minutes to 1 hour away.

FROM £25 PER PERSON SHARING (DBB)
Tel. (07595) 8223 FOR BROCHURE
Fax. (07595) 8822

RAC ★★★ | English Tourist Board COMMENDED | AA ★★★ (27076/CWL)

NEWQUAY

ARUNDELL HOTEL, NEWQUAY, CORNWALL

A friendly family run hotel, centrally situated with panoramic sea views, offering full English breakfast and varied menus. Under personal supervision of chef proprietor.

★ 36 en suite rooms with colour TV, radio, telephone, intercom, tea making facilities ★ Entertainment 6 nights a week in our large bar with dance floor ★ CH ★ Lift ★ Heated pool (indoor) ★ Sauna ★ Solarium ★ Spa pool ★ Laundry and ironing facilities ★ On site parking ★ Driver stays free

(33815/CWL)

OPEN ALL YEAR INCLUDING CHRISTMAS & NEW YEAR NOW BOOKING FOR 1993

CONTACT AUDREY MILNE ON (0637) 872481

0733 898111 0733 898111

COACH AND BUS CLASSIFIED MARKETPLACE

INDEX INDEX INDEX INDEX

Coach Sales 43-45
Bus Sales 45
Minis & Midis 45-46
General Vehicle Sales 46-49
Products 49-53
Services 53
Unclassified 54
Appointments & Tenders 54

0733 898111 COACH SALES 0733 898111

AEC

1976
AEC
750 Plaxton, 53 seater coach. Long MoT, taxed. 6 speed ZF gearbox, long range fuel tank, recon short engine 20,000 miles ago.
£5,000 + VAT
Tel. 051-423 6659 or 0836 282236
(33849/CS/AEC)

1978 AEC 760, very nice condition, taxed and MoT, good reliable workhorse. Ideal p/hire coach, seats recovered last year, new Supreme front, cream with blue stripes. **£6,250. Tel. 0259 212802 (Scotland).** (33864/CS/AEC)

AEC Duple, semi gearbox, N reg, 53 seats, Grant doors, in daily use, ideal for schools etc, **£3,250 + VAT. Phone Pete on 0602 789466.** (33804/CS/AEC)

BEDFORD

BEDFORD YRT DOMINANT I, 49/53 seater, in good order, tested to September '93, **£1,750. Tel. (0536) 710344.** (33825/CS/BE)

1980 BEDFORD YMT PLAXTON SUPREME, 53 seats, express doors, very reliable, **£4,750 ovno + VAT. Tel. 081-888 6062.** (33835/CS/BE)

1980 BEDFORD YMT PLAXTON SUPREME, 53 reclining seats, curtains, reconditioned engine, new clutch, steering ram, batteries, just tested until November 1993, very good condition, **£6,500. Tel. 0724 848807.** (33992/CS/BE)

1981 YMT DOMINANT II, 53 seats, p/door, MoT February '93, clean and tidy condition. **Sensible offers. Tel. (Northampton) 0604 763388.** (33965/CS/BE)

BRISTOL

H Reg
BRISTOL LH PLAXTON
45 seats, 12 months MoT, excellent contract vehicle
£2,750
J Reg
BRISTOL LHL PLAXTON
51 seats, 12 months MoT excellent contract vehicle
£3,000
Tel. Fleet Engineer
BASSETTS COACHWAYS LTD
Stoke-on-Trent
Tel. 0782 372251
(33393/CS/BR)

1975 BRISTOL LHS ECW, test until Nov '93, 35 seater, vgc, £3,000 + VAT. Will accept p/ex for a larger service bus. **Tel. (047 022) 337 (after 6pm).** (33858/CS/BR)

BOVA

1985 BOVA FUTURA
12.280, FHD, 49R, (demountable), d/glazing, toilet, drinks, curtains, wired TV/video, Kneeler ferry lift, white duo stripes, unlettered.
£37,500 + VAT
or offers
P. plate by separate negotiation (Leicestershire)
(0509) 600338
(33750/CS/BOV)

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M
CHOICE OF FOUR with reclining seats, centre sunken toilet, continental door, double glazed side windows, etc.
MOSELEY (PCV) LTD
Tel. 0302 330600
(33837/CS/BOV)

BOVA EUROPA, 1983, 53 seats, recliners, radio/cassette, PA system, exhaust brake, very clean, 6 months MoT, **£21,000 ono + VAT. Tel. Mansfield 0623 550012.** Excellent condition. (33524/CS/BOV)

1983 BOVA EUROPA 2, 53 recliners + courier, curtains, carpets, radio cassette PA, wheel trims, Telma, 12 months MoT, **£16,950. Tel. 0942 47703.** (33839/CS/BOV)

BRISTOL

WANTED
2 x BRISTOL VR CONVERTIBLE OPEN TOPPERS
Cash waiting or part exchange.
Tel. 0702 541511
(33718/CS/BR)

1977 BRISTOL LH PLAXTON, 41 seater, express doors, dest equip, recent paint and upholstered, tidy vehicle but no MoT, **£2,500 + VAT. Tel. 03552 35292 (Glasgow).** 33836/CS/BR)

DAF

1989 DAF MB230 Algarve Highline, 49 recliners + courier, tv, video, servery, fridge, sunken toilet, continental door, bunk and carpet, excellent condition, MoT April '93. **£65,000 + VAT ono.** Part exchange considered. **Tel. 0831 867708.** (33985/CS/DAF)

DAF

1986 DAF SB 2300 DHS PLAXTON 3500 EXECUTIVE
49/53 reclining seats, TV/video, radio/PA system, drinks machine, demountable toilet, full crew curtains, aircraft type lockers, new MoT, owned by us from new.
£45,000 + VAT ono
ELCOCK REISEN
IRONBRIDGE, TELFORD
Tel: (0952) 585712
(33598/CS/DAF)

1987
DAF SB2300 DHS Van Hool Alizee DH
49/51 seats, demount toilet, TV, video, fridge, coffee machine. First class condition, 1 year's MoT.
£58,750 + VAT
Austin Coach Travel Station Road, Earlston. Tel. 089684 360
(33984/CS/DAF)

DAF DHS SB2300 PLAXTON
53 reclining seats + courier, radio PA cassette, underfloor lockers, autumn moquette seats, specimen vehicle, 1984 model.
£29,000 + VAT
Tel. Fleet Coaches 0252 624404
(33833/CS/DAF)

1989 DAF 425 INTEGRAL, ZF, 7 speed, huge luggage area. 55 recliners, TV, video, double glazed, courier, PA 220K only, full service history. **Reasonable offers. Blythswood Motors. Tel. 041-221 3165 or 041-639 6107 evenings.** (33995/CS/DAF)

1987 DAF SBR3000 Berkhof Eclipse, equipped with 76 Vogel 3000 recliners, Telma, video/TV, double glazing, toilet, hot water boiler, fridge, crew compartment, long MoT, **£60,000 + VAT. Phone Victory Tours 0725 552247.** (33841/CS/DAF)

DAF

1984 DAF BERKHOF, 49/53 r/seats, radio pa system, drinks machine, o/s demountable toilet plus continental door, driver's bunk, Webasto, reconditioned DAF engine, new clutch, ZF box, MoT August 1993, **£28,000 + VAT ono. Tel. 0423 510536.** (33823/CS/DAF)

DAF SB2300 Ti, 1985, Jonckheere P599, 49 recliners, centre toilet, boiler, fridge, TV, video, bunk, very good condition, **£36,500 + VAT. Andersons, 0977 552980/557823.** (33847/CS/DAF)

DAF VAN HOOL ALIZEE
1987 'D' Reg MB230, mid engine (under 200,000 miles), 6 speed ZF splitter box, Telma and exhaust brakes, 51/53 reclining seats, toilet and continental door, air suspension raise and lower, Blaupunkt radio/cassette/PA, MoT March '93.
£62,500 + VAT
Contact Mr A Jones or Mr G Hodston at W. Robinson & Son (Tours) Ltd
Great Harwood, Blackburn
Tel. 0254 889900
(33956/CS/DAF)

1983 MB 200 DKFL 3500 EXECUTIVE. Telma limiter, tinted windows, driver's bunk, toilet, TV, video, coffee machine, 44 reclining seats, four tables, MoT April 1993. **£28,000. Tel. (0296) 713201. Howletts, Winslow, Bucks.** (33784/CS/DAF)

1982 DAF MB200, 57 seater, Supreme V, recent reconditioned engine, MoT June 1993, good condition, **£19,500 ono. Tel. 0425 652842.** (33840/CS/DAF)

LEYLAND

1979 LEYLAND LEOPARD PLAXTON SUPREME, 57 seats, radio, cassette, power door, tested May '93, **£8,500 + VAT. Tel. 0371 872644 (Essex).** (33961/CS/LE)

1984 (private plate) LEYLAND TIGER, 245 engine, Van Hool Alizee H, 51 reclining seats, MoT to Jan '93 (will re-test), nice clean condition. Choice of 3. **£36,000 each + VAT. Tel. Beestons (Ipswich) 0473 823243.** (33976/CS/LE)

DENNIS

1989 (F)
DENNIS JAVELIN
12 mtr/Duple 320 SL, 55 recliners, radio/PA/cassette & curtains, MoT to 23/1/93, excellent condition and maintained to highest standards, low mileage.
£39,950 + VAT
Contact Richard Maybury Mayburys of London Ltd
081-944 7733
(33989/CS/DE)

FORD

FORD Duple coach, 1983 (Y reg), 53 seats, taxed and MoT, power door, red stripe seats, in daily use, **£6,250 + VAT. Phone Pete on 0602 789466.** (33803/CS/FO)

FORD TURBO Plaxton Paramount 3200, B reg, 8.5 mtr, 35 seater, radio cassette PA, excellent condition, taxed, 9 months MoT. **Tel. 0646 692963.** (33846/CS/FO)

R REG FORD DOMINANT, 41 seater, clean interior, MoT June '93, **R REG FORD,** 53 seater, MoT April '93, mechanically good condition, **£3,500 ono each,** owner retiring. **Tel. (0458) 50551.** (33842/CS/FO)

FORD, 1979, PLAXTON SUPREME, 53 seats, tested, good condition, **£3,450. Tel. (0203) 637171.** (33845/CS/FO)

LEYLAND

1989 LEYLAND TIGER (CUMMINS L10) PLAXTON PARAMOUNT 3200 12M. Choice of three.

1989 LEYLAND TIGER (TL11/260 BHP) PLAXTON PARAMOUNT 3200 12M. Choice of two.

1989 (AUGUST) LEYLAND TIGER (TL11/260 BHP) DUPLE 320 12M.

1989 LEYLAND TIGER (TL11/260 BHP) DUPLE 320 12M.

All coaches with 53 reclining seats, double glazed tinted side windows, pull-down blinds, Telma retarder and chassis autolube.

MOSELEY (PCV) LTD
0302 330600
(33838/CS/LE)

0733 898111 COACH SALES 0733 898111

LEYLAND

1980 LEYLAND LEOPARD
Plaxton, 48 seat express. Choice of 3. Long MoT's.
£7,500 + VAT
or will swap for later model Volvo B10M's, 53/55 seater with cash adjustment.
Tel (Scotland) 0383 620600
(33820/CS/LE)

1983 LEYLAND TIGER PLAXTON 3500
48 seats, rear toilet, wired for video, Webasto heating, recon engine.
£21,000 + VAT
Tel. 041-950 1450
(33959/CS/LE)

T REG LEYLAND LEOPARD
53 seats, Duple Dominant II coach, semi auto, long MoT, taxed, twin tanks. 2 owners, clean all round. White.
£7,000 + VAT
Tel. 051-423 6659 or 0836 282236
(33850/CS/LE)

1984 LEYLAND TIGER PARAMOUNT
35 exec private plates, usual extras, will consider part ex.
£36,000 + VAT ono

1988 MERCEDES 609
26 seat, will consider part ex.
£16,000 + VAT ono
Tel. 0270 250292
(33710/CS/LE)

T REG LEYLAND LEOPARD SUPREME III, 55 E type seats, tinted windows, power door, retrimmed and new gangway 12 months ago, excellent condition throughout, MoT October '93. **£9,500 + VAT. P & O Lloyd, Clwyd. Tel. 0352 710682.** (33748/CS/LE)

1983 LEYLAND TIGER Paramount 3500, 48 recliners, continental door, toilet, boiler, Telma, excellent condition, **£23,000 ono.** Part ex possible for newer Volvo or DAF executive. **Tel. 0594 822110 day/eve.** (33999/CS/LE)

1980 LEYLAND LEOPARD PLAXTON SUPREME, Bristol dome, tinted windows, 48 reclining seats, Grant doors, good condition throughout, **£8,000 + VAT ono. Tel. 0383 414735.** (33737/CS/LE)

1985 LEYLAND DOYAN S.A. EXEC, 51+, demountable, TV, video, long test, 400k only. **Reasonable offers. Blythswood Motors. Tel. 041-221 3165 or 041-639 6107 evenings.** (33997/CS/LE)

1985 LEYLAND TIGER CARIBBEAN II. Full exec, wired for TV and video, recon engine, just fitted clutch etc, new test applied for. **£26,000** part exchange taken up to £6,000. **Tel. 0388 608180.** (33751/CS/LE)

LEYLAND NATIONAL SERVICE BUS, 53 seater, excellent condition, new MoT, **£3,250 ono. Tel. 0222 471614.** (33773/CS/LE)

LEYLAND LEOPARD, semi gearbox, N reg, 53 seats, Grant doors, used daily, MoT May 1993, **£3,500 + VAT. Phone Pete on 0602 789466.** (33805/CS/LE)

LEYLAND LEOPARD Semi-auto Plaxton, 53 seats, choice of two, 1979 £7,750, 1980 £8,750, both in daily use. **Will accept £16,000 for both + VAT. Tel. 081-888 6062.** (33834/CS/LE)

1977 LEOPARD SEMI AUTO DUPLE, seats retrimmed 3 years ago, recon gearbox, 6 months, new engine, 12 months t&t, VAT free, **£5,750. Tel. 061-652 7263.** (33672/CS/LE)

MAN

JONCKHEERE DEAUVILLE 1990 (G)
51 recliners, centre sunken toilet, monitor, boiler, fridge, MAN 290hp engine. Vehicle in daily use.
Bargain price £69,995 + tyres + VAT
Tel. Bob Dunn, Dunn Line (0602) 784088
(33855/CS/MAN)

MERCEDES

NEW MERCEDES 711D turbo luxury coach built, 28 seats, large boot, boot racks, power swivel door, stock, **£39,000.** NEW MERCEDES 709D, 29 service seats, 7 standees, coachbuilt, wide entrance door and passage, Ebberspacher heating, DipTac, stock. Also 609 24 and 26 with or without power door. MERCEDES 410, 16 seats, immediate delivery. **Tel. Blythswood Motors, on 041-221 3165 or 041-639 6107 evenings.** (33996/CS/ME)

1991 MERCEDES 814D, extended, turbo intercooler 134 bhp, semi-executive with 24 seats, wired and boxed for video, radio cassette/PA system, servery, wired for drinks machine, 4 tables with lamps, tinted windows, full draw curtains, forced air vents, very large boot, 60,000 kms only, **£33,000 + VAT. Tel. 0606 832171.** (33971/CS/ME)

MERCEDES 609, 709, 811, long wheelbase, high roof, panel vans, available for coach conversion, various ages. Ring for present stock available. **Van Truck Ltd., Newton-le-Willows, Merseyside. Contact Mr Alan Hewitt 0925 229828. Fax 0925 227177.** (33861/CS/ME)

MERCEDES

BIRMINGHAM BUS CENTRE

WRIGHT ... QUALITY BY DESIGN ...

NEW WRIGHTS ALUSUISSE
LATEST MERCEDES CHASSIS
FULL STAGE-CARRIAGE SPECIFICATIONS
COMPREHENSIVE DIPTAC FEATURES
709D manual 29 seaters
811D manual 33 seaters
Order now for
DECEMBER DELIVERY

Telephone or Fax 021 415 5111 2 lines
Or evenings on 021 429 6494 and 021 477 6319
BIRMINGHAM BUS CENTRE, ELLIOTT ROAD, SELLY OAK, BIRMINGHAM B29 2LR (33723/CS/ME)

1985 MERCEDES 608D Reeve Burgess 19 seater coach, radio cassette, boot, MoT March '93, very nice condition, **£8,450 + VAT. Tel. Chivers Coaches, 0252 702201.** (33843/CS/ME)

1983 (private plate) 0303. 53 reclining seats, MoT to October '93. Nice clean and reliable coach, **£32,500 + VAT. Tel. Beestons (Ipswich) 0473 823243.** (33978/CS/ME)

NEW 811D extended 33 service seats + 12 standees, 750mm glider door, latest Dip Tac steps, Allison auto, stock + new Merc 709D conversion, wide power door, 24 coach seats, good dual purpose vehicle, stock. **Blythswood Motors, Glasgow. Tel. 041-221 3165 or 041-639 6107 evenings.** (33994/CS/ME)

NEOPLAN

1986 NEOPLAN SKYLINER MKII
73 reclining seats + courier, solar glazed windows/curtains, carpets/headrest covers, toilet/video TV's/PA etc Telma/fridge, stainless steel upper panels.
Very good condition
Our full service history. Priced to sell.
£60,000 ovno + VAT
Tel. 0527 72857 & 75353
(33753/CS/NE)

NEOPLAN MERCEDES, 5 cylinder, 14 seats, purpose built coach, disabled seated or wheelchaired, air suspension, ground level rear ramp, detachable seats, X reg, full extras, photo available, must be seen. **£3,250. Tel. 081-545 0253 (evenings). Makes ideal motor-home.** (33862/CS/NE)

SETRA

1982 SETRA S215H Highliner, 49 seater, coffee, video, toilet, bunk, MoT June '93, reconditioned engine from Mercedes. Mechanically superb. **Bargain £32,000 + VAT. Tel. 081-578 8990.** (33801/CS/SET)

TOYOTA

1988 E REG TOYOTA CAETANO Optimo GL, 21 seater + courier, radio/PA cassette, tinted windows, full drawn curtains, forced air ventilation, table, side locker, excellent condition throughout. **£22,500. Tel. 021-550 8519.** (33832/CS/TO)

VOLVO

VOLVO B58, 1976, 12 mtr Supreme, 53 seater, tested, **£4,450. Tel. (0203) 637171.** (33844/CS/VO)

SCANIA

NEW SCANIA K113 VAN HOOL COACH AVAILABLE AT PRE INCREASED PRICE

1989 SCANIA K113 PLAXTON PARAMOUNT 3500, automatic, double glazed, demountable toilet, radio PA cassette.

1989 SCANIA K93 DUPLE 320 SL, automatic, 55 recliners, radio PA cassette.

1988 E TIGER PLAXTON 3200, retarder, 53 recliners, double glazing, radio PA cassette.

1988 E SCANIA K92 VAN HOOL ALIZEE, CAG, 55 recliners, double glazing, toilet, coffee machine.

1983 VOLVO B10M PLAXTON 3200, 57 fixed seats, 6 speed ZF, recently retrimmed.

Reliable Vehicles Limited
SAAB SCANIA
SCANIA SCOTTISH DISTRIBUTORS
TELEPHONE: 031-333 2362
FAX 031-335 3158
(33968/CS/SC)

VAN HOOL

VANHOOL **COACHWORK REPAIRS** VANHOOL

MOSELEY (PCV) LTD
ASKERN ROAD, CARCROFT, DONCASTER DN6 8DE
Tel. (0302) 330600 · Fax (0302) 330606
FOR A FAST, EFFICIENT AND PROFESSIONAL REPAIRS SERVICE CONSULT THE SPECIALISTS
(27633/VAN))

VOLVO

1988 VOLVO B10M
GL, Telma, ZF, Webasto, Plaxton 3500 4 star low driver, 49/53 reclining seats with tables and glove nets. Demountable toilet, continental door, aircraft lockers, Klix drinks machine/fridge, TV/video/radio, double glazed, sun blinds, full curtains, all rubber floor carpeted gangway, 3 large air extractors, bunk and through pannier lockers, airport lights, full 12 months MoT, superb condition, owned from new.
£62,500 + VAT
Flights Coach Travel Ltd
Birmingham 021 554 5232
TWO SOLD – One remaining
(33955/CS/VO)

VOLVO MkIII Jonckheere Deauville, 1990, 51 reclining seats, courier seat, double glazing, curtains, carpets, headrests, demountable toilet, drinks machine, TV/video, PA, drivers bunk, low mileage, immaculate, all white livery, full service history, any trial, choice of two.
£79,500 ovno + VAT
Who wants my company car? BMW 750iL, 1988, every conceivable extra, leather, air con, all elec etc, absolute luxury.
£13,500 ovno
Today's price in excess of £71,000
Tel. 0527 72857 & 75353
(33754/CS/VO)

1983 B10M Plaxton Paramount 3500, 49 seats (re[illegible]holstered) + courier, [illegible] machine, toilet, Telma, [illegible] double glazed, pa/radio/tape, MoT Oct '93.
1984 B10M Plaxton Paramount 3500, 50 seats + courier, Telma, double glazed, pa/radio/tape, Mot Mar '93.
SOLD
The above vehicle has been operated and regularly serviced by us since new – full maintenance records available for inspection.
Telephone Epsom Coaches 0372 725252
(33798/CS/VO)

VOLVO B10M LAG GALAXY COACH
1983 (PP), 49 reclining seats + courier seat, rear toilet, public address system, coffee machine, good condition.
£28,000 + VAT
Will consider part exchange
Telephone (0236) 751298 or Mobile (0836) 734390 Fax No (0236) 748165
(33953/CS/VO)

WANTED
Volvo B10MT Exec. Twindeck
Must be in first class condition.
Tel. 0383 726398
Ask for Davey
(33960/CS/VO)

1983 (private plate) B10 Van Hool Astral, 58 reclining seats, full spec. exec., MoT to Feb '93, clean and very reliable. **£35,000 + VAT. Tel. Beestons (Ipswich) 0473 823243.** (33977/CS/VO)

1982 VOLVO B58, 53 seater, MoT January 1993, curtains, side lockers, double glazed, radio PA system, well maintained vehicle, **£17,500. Tel. 0744 33275.** (33808/CS/VO)

0733 898111 COACH SALES 0733 898111

VOLVO

1985 VOLVO B10M PLAXTON 3500, full executive spec. to be sold with new MoT. Excellent condition throughout, **£46,000 + VAT ono.** Tyre kickers will be savaged by Jack Russell. **Tel. 0383 726398.**
(33866/CS/VO)

1981 VOLVO B58 Domiannt III, air over leaf suspension, power door, 57 seats, MoT 6.9.93. **£12,000 + VAT. Tel. 0429 820700.**
(33826/CS/VO)

1987 B10M Duple 340, 55 seater, low driving position, blinds to windows, continental door, radio, MoT April, 1993. Well maintained vehicle, **£51,250. Tel. 0744 33275.**
(33809/CS/VO)

Selling a coach or bus. Its so easy

Access VISA SWITCH

Simply quote your credit card number or Switch number

Tel. 0733 898111

0733 898111 BUS SALES 0733 898111

DOUBLE DECKERS

ROUTEMASTERS

AEC engines, long MoTs choice of 8

Tel. 041-776 3268
(33990/BS/DD)

EAST MIDLANDS BUS SALES FLEET

We have for sale 4 well-maintained and tested 'C' Registration **MCW Metroliners.**

Interested?

Contact Maggie on **0533 531891**

SINGLE DECKERS

1987 (D)
VOLVO B10M GL Mk2
ZF Auto Duple Dominant service bus. 55 seats plus 23 standees. New MoT. Choice of two.
£49,500 + VAT ono
Hutchison's Coaches (Overtown) Ltd
Tel. 0698 372132
(33807/BS/SD)

0733 898111 MINIS & MIDIS 0733 898111

MIDIBUS

LEYLAND SWIFT Harrier bus, G reg, 39 + 13 standing, owned from new, nice condition, MoT Dec '93. Loss of contract forces sale, **£30,000 + VAT. Tel. 0438 352920 or 0462 682883.** (33816/MM/MDB)

MINIBUSES

1 X 20 SEATER DUAL PURPOSE NEW SHAPE FORD TRANSIT 1990, MoT until August '93.

FREIGHT ROVER 1988, 20 seater + 5 standees. Mk II Carlyle, MoT Jan '93.

FORD TRANSIT, 16 seater, 1985-86, MoT Feb '93

PRICES ON APPLICATION, reason for sale, new vehicles arriving

Tel: 0502 716989
(33954/MM/MB)

CRYSTALS

DAF 200 DIESEL

COF, 12 moquette seats, full soft trim, radio, cassette, 92 J, low mileage

£9,000 + VAT

Unregistered

£10,600 + VAT

Tel. 0322 228538
0302 328888
(33981/MM/MB)

D REG FORD TRANSIT, Nov '86, 130 LWB 12 seater PSV Mini-Coach, 12 months MoT, full service history, excellent condition, in silver livery with grey/red moquette; choice of three, petrol and diesel, **£4,750 plus VAT ono. Contact: AMK Mini-Coaches, Liphook, Hants. Tel. 0428 751675.**
(33713/MM/MB)

MINIBUSES

1988 TRANSIT, 15 seater, passenger, good condition, MoT Oct '93, petrol, PSV, **£5,000 + VAT ono. Tel. Newcastle 091-265 6747.**
(33972/MM/MB)

BEDFORD, 1981, 16 low back seats, 5 speed geabox, Opel diesel engine, in good order but body rusty, no test, **£585 ono. Tel. 08054 240 (Devon).** (33811/MM/MB)

IVECO 49/10 21 seater with destination equipment, power door, 1986 (D), long MoT, excellent condition, **£6,950 ono + VAT, choice. Tel. 0249 782401.** (33973/MM/MB)

1989 F Reg RENAULT MASTER, 15 highback seats, tinted windows, tested Feb '93, 80,000 miles approx, white, choice of 3, **from £6,000 + VAT. Tel. 05394 45161 (Windermere).** (33868/MM/MB)

DEANSGATE

QUALITY CONVERSIONS

PRE CHRISTMAS EVENT

NOW IS THE BEST TIME TO BUY AT THE LOWEST PRICES

NEW GENERATION TRANSIT REGENT

SPECIAL OFFER! LIMITED STOCK

14 or 15 seat luxury	Diesel	SAVE £1,600	£15,950
12 or 16 seat luxury	Petrol	SAVE £1,000	£14,850
	Diesel	SAVE £800	£16,750

NEW GENERATION TRANSIT TRAFFORD

Wheelchair accessible, 14 moquette seats all on Unwin tracking, Henderson Hide a Way tail-lift and power steering. Diesel. **ONLY £21,500**

UNREPEATABLE OFFER!

LEYLAND DAF V200 TAXIBUS (Combi)

8 + 4 seats (uncertified) Diesel **SAVE £1,350** **£10,950**

LEYLAND DAF V400 RED ROSE

(Latest model) 16 seat luxury, power steering Diesel **SAVE £800** **£18,300**

All prices subject to VAT

All vehicles are new and unregistered, prices include 12 months road tax and CIP (where required)

LET US CONVERT YOUR NEW OR USED VAN TO YOUR SPECIFICATIONS. Conversions from only £1,950

*Contact **KEN IVES** Now for further details.*

DEANSGATE THE NAME FOR MINIBUSES

3-5 HADFIELD STREET, CORNBROOK, MANCHESTER M16 9FE.

Telephone: 061-877 4884 Evening 061-370 1039

(33251/MM/MB)

THE WELSH MINIBUS CENTRE

KIDWELLY, DYFED –
Tel: (0554) 891339. Fax: (0554) 891338

SOLE DISTRIBUTORS CYMRIC CONVERSIONS
RENAULT APPROVED CONVERTERS

NEW VEHICLES

RENAULT MASTER 16 seat luxury bus, very high spec. high back seats, underfloor luggage, etc.	£19,595
RENAULT MASTER 16 seat luxury bus, very high spec, high back seats, underfloor luggage etc.	£18,200
RENAULT MASTER 16 seat luxury bus coach rear, high back seats, luggage area, very high spec	£18,400
RENAULT MASTER 16 seat luxury bus, high spec	£16,550
RENAULT MASTER 15 seat luxury bus	£15,000
RENAULT TRAFIC 11 seat luxury bus, high roof, high spec	£12,225
RENAULT TRAFIC 15 seat minibus, high spec	£12,010

All the above prices inc (COIF, delivery, number plates and 12 months road fund licence) but are subject to VAT. Finance available subject to status.

USED VEHICLES

H Reg RENAULT MASTER, 16 seat PSV, full luxury spec plus luggage **£11,500**
J Reg RENAULT MASTER, 3,000 miles, 16 seat, PSV, full luxury spec plus luggage **£16,000**
F Reg TRAFIC, 15 seats **£4,000**
RENAULT TRAFIC, 11 seat, wheelchair ramp, Uwin tracking **£13,500**

- A selection of used minibuses always available, please telephone for list
- Custom design undertaken
- **SPECIALITY WHEELCHAIR VEHICLES ADAPTED**

FOR MINIBUS NEEDS TELEPHONE

(0554) 891339
(33951/MM/MB)

0733 898111 MINIS & MIDIS 0733 898111

MINIBUSES

WESTERN COMMERCIAL

NEW

811 MERCEDES ALEXANDER BUS SPEC, 31 seats + 12 standees, double jack knife air door, luggage pen, full diptac.

410 MERCEDES, 16 seater, luxury stock.

USED

1991 TRANSIT 190 Turbo, 16 seats.

1989 MERCEDES 609, 24 seat, luxury.

1988 MERCEDES 609, 27 seat, luxury.

1988 FREIGHT ROVER, 16 seats, petrol.

1989 FORD TRANSIT, petrol, 15 seat, non PSV

FOR HIRE

814 MERCEDES, 26 coach seats, power door, large boot, for long term hire.

(33367/MM/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON **031-333 2001**
OR EVENINGS 0357 21888

1988
FORD IVECO
23 service seats. Carlyle body, automatic power door, MoT June '93. Blue and white livery.
£8,500 + VAT ono
Tel. 0296 28034/ 29449 eves
(33813/MM/MB)

KIRKHAM MINIBUS CENTRE

MINI BUSES FOR SALE

Specialist luxury new conversions on late model vehicles

1990 Renault Master diesel Hi-Top, LWB, 17 seats, luggage comp	£11,995
1990 Leyland DAF 400, LWB, Hi-Top, diesel, 17 seats	£10,995
1990 Transit 190 diesel, LWB, 16 seats and driver	£10,995
1990 Leyland DAF, LWB, Hi-Top, petrol, 17 seats	£9,995
1990 VW LT 35 Hi-Top, LWB, diesel, luxury, 17 seats	£10,995
1989 Merc 208D, Hi-Top, 8 executive captains' seats	£9,995
1989 Transit 100L, LWB, diesel, 8/11 seat taxi bus	£8,995
1989 VW LT 28, STD door, petrol, 17 luxury seats	£8,995
1989 Leyland DAF 400, Hi-Top, LWB, 14 seats, Ratcliffe tail lift	£9,995
1988 Transit 190, LWB, crew bus, low mileage	£4,995
1988 Renault T 1000, 8/11 seat, petrol, taxi 'air bus'	£4,995
1989 Freight Rover 200, diesel, 8 seat tax bus 'luggage'	£6,495
Choice of part exchange vehicles to choose from	£1,995

To private hire or PSV standard
Choice of late model vehicles for immediate build
Contact John Smith for full details
0772 684597
Blackpool Road, Kirkham, Preston, Lancs. (33970/MM/MB)

★★★ CONCEPT COACHCRAFT ★★★

For the best deals on Leyland DAF 400 series, high spec, lux 16 seater minibuses, high top, inc. TV & Video.

EXCELLENT VALUE – FROM £17,995 + VAT

Low cost finance/lease
1990 Leyland DAF 400 Series, LWB, as above **£9,500 + VAT**
Also Mercedes Talbot Transit

Further details ring Ray on 061-226 9090 Day 061-456 9747 Eve/Wkd

(33974/MM/MB)

CONNAUGHT P.S.V.

Agents for Auto Bus Classique
Part Exchange available on new Mercedes-Benz 12-33, Leyland Daf 12-16, Renault Master 12-16

EARLY DELIVERY

MERCEDES BENZ 814D, 33 seater exec
LEYLAND DAF, 16 seaters

SPECIAL DEALS AVAILABLE

USED

1989 G Reg MCW METRORIDER, 26 recliners, d/glazing, large boot.
1990 G Reg LEYLAND DAF, 16 seat + two tables
1989 F Reg MERCEDES BENZ 407D, 15 seater
1989 F Reg MERCEDES BENZ 811D, 19 seater
1988 F Reg MERCEDES BENZ 609D, 20 seater
1987 D Reg MERCEDES BENZ 507D, 16 seater
1986 D Reg RENAULT MASTER, 12 seats + courier, under floor luggage

Telephone Steve Peach
(0302) 770863
(0836) 551020
Fax: (0302) 771666
(33952/MM/MB)

1990 TOYOTA MK I, 21 seater, GL spec, low mileage, white with red and black reliefs, MoT July 93, excellent condition.
£28,500 ono

1986 MERCEDES 307D, 12 seat Reeves Burgess conversion, white/black, tacho, MoT May 93, excellent condition.
£6,800 ono

1986 DODGE S46 diesel, 8 or 16 seats, fitted, with tail lift, a superb vehicle in pristine condition, non-PSV, MoT May 93.
£3,750 ono

All vehicles subject to VAT
Tel. 0787 310574
(Suffolk)
(33967/MM/MB)

C REG TOYOTA CAETANO

15 seater with tables and rear lounge, tv, video, radio, cassette, power door, white, MoT June '93.
£7,500 + VAT ono
or will swap for 84/85 Volvo B10M 53/55 seater with cash adjustment.
Tel. (Scotland) 0383 620600
(33817/MM/MB)

DUE TO TIMEWASTERS – CAETANO OPTIMO TOYOTA, 4 cylinder diesel, 19 highback moquette seats, first reg May '86, current MoT, **£12,500. Tel. 0257 263074.**
(33986/MM/MB)

MERCEDES 307D 12 seat luxury coach, highback moquette seats, first reg 1987 (D), good condition, **£4,500 + VAT. Contact Mr. Yould, Selwyns Travel 0928 565258.**
(33979/MM/MB)

1980 BEDFORD REEBUR, PSV 16 seater minibus, h/b cloth seats, smart and reliable, 5 speed diesel, very long MoT, excellent contract bus. **Bargain £1,500. Tel. 081-804 4869 or mobile 0836 717880.**
(33865/MM/MB)

D REG CAETANO Iveco Viana, 24 low back seats, air door, destination equipment, recent brake overhaul, new water pump and radiator, MoT 16-9-93, **£8,000 + VAT. Tel. 0429 820700.**
(33828/MM/MB)

0733 898111 VEHICLE SALES - GENERAL 0733 898111

VINTAGE VEHICLES

1954 ALBION BUS
35 str with recon diesel engine, restored and re-upholstered in good condition and in daily use. Spare engine and gearbox.
£5,500 ono
Tel. Island Coachways 0481 720210
(33957/GVS/VV)

1938 BEDFORD, 25 seats, Burlingham body, one of the famous Bournemouth Bedfords, fully restored regardless of cost. New engine. Sensible offers. **Tel. 0952 510379.**
(33531/VSG/VV)

1959 BEDFORD C5 Duple service bus body, 30 seats in good running order, **sensible offers. Tel. 0758 85225 (Gwynedd).**
(33975/VSG/VV)

Selling a coach or bus Its so easy
Access VISA Switch
Simply quote your credit card number or Switch number
Tel. 0733 898111

COLLECTORS ITEMS

BEDFORD PLAXTON SB petrol, reg 4-7-61, COF 1992, owned and cared for by B Miller since 1963. Original number plate SLG 519. Re-con engine vehicle, low mileage from new, needs a good polish then ready to show. Ideal coach for genuine enthusiast. Best offer secures. **Tel. 0223 207858.**
(33963/VSG/CI)

VEHICLES WANTED

YOUR COACH WANTED FOR CASH
Existing HP settled
Tel: (0222) 881422/881477
(33870/VSG/VW)

WANTED
for immediate cash
Volvo B10M with Van Hool body. Ideally 53 recliners, 1988 to 1990.
Details, including price asked to:
To: Box No 33824, Coach & Bus Week, Wentworth House, Wentworth Street, Peterborough, PE1 1DS
(33824/VSG/VW)

WANTED
Minibus fitted with tail-lift or Linwell Hideaway or Slideway lift to fit Sherpa.
Tel. 021-433 4600
(Birmingham)
(33969/VSG/VW)

VEHICLE SALES

1985 VAN HOOL Astromega Mercedes, 84 seater, coach seats, **1990 LAG** Panoramic, 49 seater, WC, drinks, video, **1990 Peugeot** Pullman, 22 seater + 7, service bus, choice of 8. May be possible to take over lease payments. **Tel. Transcity Sidcup, 081-302 8800.**
(33982/VSG)

B10M VOLVO PLAXTON, 51/53 seater, 1988 full spec, reclining seats, toilet, wired TV & video, MoT March 93.
B10M VOLVO PLAXTON, 51 seater, Nov 1989, full spec, reclining seats, toilet, wired TV & video, MoT Nov 93.
LEYLAND LYNX service bus, Sept 1989, MoT Sept 93, 51 seats, 24 standees, all vehicles in excellent condition.
For further details Tel. 0698 792800
(33991/VSG)

1973 AEC 760 PLAXTON, 55 retrimmed seats, Webasto heating, new floor, MoT March '93, radio PA, vgc for year, **£3,000 ono + VAT. 1975** AEC 760 PLAXTON, 51 seats, recon engine, MoT July '93, **£3,000 ono + VAT.** Both vehicles **£5,500 + VAT ono.** Plus many spares. **1982** Leyland Tiger S/A Plaxton, 50 reclining seats, radio PA, Boston seats, double glazing, recon gearbox October '92, MoT July '93. **£15,000 ono + VAT. Tel. 0305 711302 anytime.**
(33666/VSG)

1977
BRISTOL LH/DP
41 seater, Plaxton Supreme, 12 months MoT.
LEYLAND NATIONAL
49 seater, T reg, test May 93.
Tel. 0226 722052 725003
(33722/VSG)

VEHICLE SALES

1984 DAF MB2000 DKFL Van Hool, 51-55 seats, centre sunken toilet, Webasto, wired TV/video, MoT 11/93, 2 off. **£35,000 each.**

1984 DAF MB200 DKFL Van Hool, 48 seats, rear floor toilet, fridge, wired TV/video, MoT 3/93. **£35,000.**

1985 DAF MB200 DKVL Van Hool, 49 seats, rear sunken toilet, wired TV/video, MoT 4/93. **£45,000.**

1986 DAF MB200 DKVL Plaxton 3500, 51-53 seats, rear sunken toilet, wired TV/video, MoT 11/93. **£45,000.**

1987 (E) DAF SB2300 Jonckheere P50, 51 seats, centre sunken toilet, fridge, water boiler, wired TV/video, MoT 8/93. **£50,000.**

1984 VOLVO B10M Jonckheere P90, 59 seats, fridge/hot drinks, toilet, video, TV monitors, MoT 3/93. **£35,000.**

1987 Van Hool Alicron (MAN), 51-55 seats, rear floor toilet, wired TV/video, MoT 10/93. **£55,000.**

Tel. (0555) 840249 (33848/VSG)

MARTINS
BUS & COACH SALES LTD

TEL. 0606 83 3476-3658 FAX. 0606 83 5602

1986 NEOPLAN PLAXTON 4000 GARDNER, 6 LYT engine, fully automatic gearbox, Plaxton 4000 body, fitted with 71 reclining seats, 2 tables, water boiler, sink, WC, wash room, cool box, MoT May 1993.
1 1980 FORD TURBO DUPLE DOMINANT MK2, 53 seats, no MoT
1 1986 MCW, Cummins L10 engine, fully automatic, single door, 75 seats, toilet, MoT August 1993.
1 1986 MCW, Cummins L10 engine, fully automatic, single door, 77 seats, toilet, MoT July 1993.
D REG 1986/7 FREIGHT ROVER SHERPA, 20 seats, full service spec, choice of 4, some with new MoT.
2 D REG 1987 FREIGHT ROVER SHERPA MK2, fitted with 20 high back seats and MoT.
1985 FORD TRANSIT, Dormobile, 20 seats, service spec, MoT Aug 93.
1 1976 FORD 10 METRE TURBO PLAXTON, 45 seats, MoT May 1993.
1 1973 BEDFORD 466 ENGINE DUPLE DOMINANT, 53 seats, no MoT.

For more details contact
Eddie Dickens, Sales Manager (33738/VSG)

IRELAND

For coach requirements direct from UK, why not ring John Doherty (0602) 841298/814909

At present in Ireland:

Dec 1989 Mercedes 811, 33 seater
1986 Leyland Tiger Plaxton 3500
1980 Ford Plaxton, 53 seater
1979 Volvo B58 Plaxton, 53 seater

Contact Nos. 077 74440 or 043 86540 (33987/VSG)

IVECO CARLYLE
49/10, first reg April '88, 25 seats + 8, MoT April '93, recon. engine '92. Destination box.
£10,500 ono + VAT

BEDFORD YMT (Plaxton)
53 seater, first reg March '79. MoT Dec '93.
£4,900 ono + VAT

BEDFORD YMT (Caetano)
53 seater, first reg January '79. MoT Sept '93.
£3,750 ono + VAT

1982 BOVA EUROPA
52 seater, MoT Dec '93, radio, pa, choice of two.
£16,750 + VAT

1983 DAF LAG GALAXY
53 seats & courier, radio, pa, SB2300, MoT March '93.
£19,750 + VAT

1989 FORD TRANSIT
12 seater including driver, certificate of conformity, MoT June '93, side sliding door.
£3,500 + VAT
All vehicles in daily use

Tel. 0703 663700 (33819/VSG)

To find what you are looking for quickly refer to our easy to follow index on the leader page

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty or 200,000 kilometres

NEW MERCEDES 709D, coachbuilt, 29 + 7 standees, wide power door and aisle, dip tac, **stock.**

NEW MERCEDES 811, diesel, extended coachbuilt, 33 service or semi coach seats, 12 standees, 750mm glider door, DipTac, wide passage, auto, Allison box, **stock.**

NEW MERCEDES 814 diesel, extended coach built, luxury, coach spec, power swivel door, large boot, racks, armrests. **2 weeks.**

NEW MERCEDES 711 Turbo, 25 lux, boot, arm rest, power swivel door, **7 days.**
NEW 711 Turbo, 28 luxury, boot, P swivel door armrests. **Stock.**

NEW MERCEDES 711 Turbo, conversion, power swivel door, 24+ large boot. **stock.**

NEW MERCEDES 709D, conversion, wide power door, 24 c seats, dual purpose vehicle.

NEW MERCEDES 609D, 24 seats, full spec, boot, power door, lug rack, radio cassette. **2 weeks.** Also 26 manual door **stock.**

NEW MERCEDES 410 and 408D, 16 high back face forward seats, 14 days, **stock.**

NEW MERCEDES 709, manual, 29 + 7 standees, **stock.**
NEW MERCEDES 811, 33 + 12 standees, Allison auto **stock.**
NEW MERCEDES 711 Turbo, 25 luxury, boot, p. swivel door, arm rests, **7 days.**
NEW 711 Turbo, 28 luxury, boot, P swivel door, armrests. **Stock.**
NEW MERCEDES 711 Turbo, conversion power swivel door, 24 + large boot. **stock.**
NEW MERC 609D, 26 sts, coach spec, **stock.**
NEW MERC 609D, 24 c/seats, p/door, boot, **2 weeks.**
NEW MERC 408D, 16 coach seats, **stock.**
NEW MERC 410D, 16 coach seats, Devon, **stock.**
NEW TRANSIT 16 power door, high roof, coach or service spec, + standees, **3 weeks.**
NEW TRANSIT, diesel, 8 seats, Taxi pack + luggage, **stock.**
NEW TRANSIT 16, diesel, 5-speed, s/door, **stock**
NEW TRANSIT, 15 seats, 5-speed, diesel, **stock.**
NEW TRANSIT 16, diesel, sliding door, coach seats, high roof, coachbuilt, **stock.**
NEW DAF 400, diesel, 16 PSV, hi spec, **stock.**
NEW TALBOT High roof, 14, luxury, **14 days.**
NEW MERCEDES 709, 24 underfloor tail lift, **stock.**
NEW MERCEDES 410, 16 seats, luxury, **stock.**
NEW MERCEDES 408 Luxury, 16, **stock.**

ALL OPEN TO REASONABLE OFFERS

91 MERC 609D 24 power door, tested.
91 (J) LEYLAND DAF, 16 PSV, p/door, low mile, tested.
91 (J) TALBOT Tri Axle, 22 + 8 moquette.
91 MERC 410, 16 FF coach seats.
91 MERC 609D, 24 coach, p. door.
91 TALBOT 12, PSV, diesel.
91 MERC 609, 24 ch seats, boot and p. door.
90 TRANSIT 14, diesel, LWB, PSV.
90 TRANSIT 12, diesel, SWB, PSV.
90 TALBOT TRI AXLE, 22 + 8 standees
90 (H) MERCEDES, 24 coach spec.
90 MERCEDES, 24 ch, l. boot, tested.
90 MERCEDES 609, 24 coach seats + boot.
90 TRANSIT 16, p door + standees.

89 425 DAF, 55 recliners, TV, d/glazed, courier seat, PA, low mileage.

88 MERCEDES OPTARE, 33 seats, plus standees
88 IVECO CARLYLE, 25, p. door, destination.
88 MERCEDES 609, 26, p. door, tested.
88 MERCEDES 811D, 27 coach spec
88 TRANSIT, 12 diesel LWB front entrance.
87 TRANSIT Petrol, 12, PSV, SWB.
87 MERCEDES 811 Turbo, 27 seats, tested.

86 IVECO, 19 + 7 standees, service buses, manual box, tested.
86 TRANSIT Diesel, crew bus, 13 seats.

86 RENAULT DODGE, 20 + standees, large entry door, Telma, auto, power steering, tested.

86 LEYLAND CUB OPTARE, 33 plus standees.
86 SHERPA, 16 + standees service bus.
85 TRANSIT 12, LWB, petrol, PSV.
85 IVECO 18 seats, Beja coach, tested.

85 LEYLAND DOYAN SA, exec, 51 + demountable, TV video, long test, 400k only. **Reasonable offers.**

85 DAF MB200 ALGARVE, 51 recliners, toilet, Splitter gearbox, new test.

84 MAN ASTRON, 60 seats, TV, toilet, full spec, tested.

84 VW High top, 14 seat, petrol, non PSV.
84 MCW DD Cummins, 73 seats, testing.

84 NEOPLAN MERC 75 seat, full spec, V10 man box, new test.

83 VOLVO JONCKHEERE EXEC, 48 + toilet, TV.

83 VOLV B10M BERKHOF, 49, toilet, TV.

83 DODGE R BURGESS, diesel, auto, 17 F door.
83 TRANSIT 15 seat diesel, non PSV.

82 GOLDLINER B10 VOLVO EXEC, 46, toilet and servery

82 VOLVO GOLDLINER, 53 recliners, d/glazed, courier

79 FORD 45 Duple II, new test.
79 V VOLVO Duple II, 48 rec, toilet, tested.
79 FORD TURBO Duple II, 35 seats, testing.
79 V VOLVO UNICAR, 53 seat, tested.
78 LEYLAND DUPLE Express, tested.
76 LEYLAND AEC, 45 Plaxton, no test.
78 BEDFORD Plaxton, 53 clean tested.
74 LEYLAND PLAXTON SA, p door, new front.

WANTED FOR CASH – MINIBUSES & MIDIBUSES – ALL MAKES & SIZES. IMMEDIATE HP SETTLEMENT
Tel. 041 221 3165 or 041 639 6107 Eves
OPEN 7 DAYS

BUS AND COACH SALES
MANCHESTER

HIRE THIS BUS FOR £200 A WEEK
DAILY & MONTHLY RENTALS ON APPLICATION
1987 D FREIGHT ROVER
Sherpa LWB, 2.5 diesel, 20 + 2 standing, moquette seats, electric entrance doors, MoT Sept 1993, taxed.
£4,500 + VAT

SERVICE BUSES AVAILABLE FOR HIRE

16 seater from £125 per week
18 seater from £175 per week
20 seater from £200 per week
22 seater from £225 per week
25 seater from £240 per week

All have full service spec., soft trim interiors, 24 volt ticket machine supplies destination rollers and are serviced prior to collection.

LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500. High spec executive coach, 49 reclining seats, rear toilet, drinks machine, continental door, TV, video, Telma, telephone, double glazing, 6-speed ZF gearbox, colour all white, PP..... **£24,500 + VAT**

1989 DAF SB2300 DHTD DUPLE 320, 51/53 recliners, demountable servery, rear toilet, gangway carpet, one owner, good condition, MoT March '93 **£55,000 + VAT**

1988 TOYOTA OPTIMO, 19 seater, coffee machine, driver's suspension seat, 6 months old, cost approx £550, Blaupunkt radio/cassette/PA, replacement parts..... **£22,750 + VAT**

1987 DAF BOVA FUTURA, high floor, 49 recliners + courier, double glazing, curtains, centre toilet, continental door, driver's bunk, 2 TVs & video fitted, all white, excellent condition..... **£55,500 + VAT**

1984 DAF DKFL MB200 DUPLE CARIBBEAN, full exec, 49-seater + courier, MoT January '93, wired TV and video, first class condition, in every day use..... **£32,000 + VAT**

1984 VOLVO VAN HOOL, low driver, 49 seats, toilet, TV/video, coffee machine, private plate..... **£40,000**

1983 DUPLE CARIBBEAN 1 TIGER, long MoT, 50 recliners, bunk & courier, double glazed, radio, PA, wired for TV and coffee machine, good clean motor, all white, ready for work, blue interior..... **£24,000 + VAT**

1983 NEOPLAN SKYLINER MERCEDES V10, manual ZF, 6 speed, multi screen video, toilet, fridge, boiler, 77 reclining seats, fully refurbished, reconditioned engine, 2 owners from new, MoT Jan '93..... **£38,000 + VAT**

1980 BEDFORD PJK, 29-seater, new front resprayed, new springs, tyres and brakes, long MoT..... **£6,000 + VAT**

1980 BEDFORD YMT, 12 metre, Duple, 53 seats, new test..... **£7,500 + VAT**

1979 BEDFORD YMT DUPLE DOMINANT 11, 53 re-moquetted seats, MoT 16/3/93..... **£5,000 + VAT**

1979 BEDFORD PJK PLAXTON, 29 remoquetted seats, MoT 18/5/93 **£4,500 + VAT**

WILLOWBROOK WARRIOR, built 1989 on Bedford 500 with automatic gearbox, MoT September '93, 61 moquette seats, service bus..... **£12,000 + VAT**

E Reg MERCEDES 307D, high roof, 15 seater luxury mini bus, moquette seats, full soft trim, long tax and MoT. Bargain at..... **£8,000 + VAT**

1987 TALBOT EXPRESS, 14-seater, new cylinder head, new brake drums, long MoT..... **£6,000 + VAT**

E Reg TALBOT TRIAXLE, 22-seater service bus, usual high spec, one owner from new, ready for work..... **£5,500**

D Reg FREIGHT ROVER CARLYLE II, 20 high back seat minibus, POD, destination equipment, MoT October '93. Ideal dual purpose vehicle..... **£5,750 or hire for £225 + VAT per week**

D Reg FREIGHT ROVER 300 SERIES, high roof, Deansgate conversion, 16 high seats, MoT May 93, taxed, fitted with Transit DI engine with overdrive gearbox..... **£4,750 + VAT**

D Reg FREIGHT ROVER 300 SERIES 16-seater service bus, Dormobile body. Choice of 2, all long MoTs & taxed..... **£3,750 + VAT or hire for £150 per week**

D Reg FREIGHT ROVER 300 SERIES, with 16 seats, service bus, M-2-M conversion, power door, full year's MoT..... **Reduced to £3,500 + VAT**

All prices plus VAT

(33831/VSG)

061 707 3202

ALAN WILSON

(PSV) Limited
Station Road, Ratby, Leicester LE6 0JN

We have yet another comprehensive list of coaches for sale again this week, all at prices that are NEGOTIABLE. Another interesting piece of news is that we now stock most makes of COACH SILENCERS. Yes silencers suitable for LAG, VOLVO, BOVA, DAF, SCANIA & MERCEDES engined coaches. At prices that won't silence you!
Anyway this week we offer .....

1990 WILLOWBROOK CRUSADER mounted on recently renovated Leyland Leopard chassis. 48 seater and courier seat, saloon toilet, double glazed side windows. Very clean and can be supplied with a new MoT. Special price including dateless registration number.

1989 VOLVO B10M JONCKHEERE DEAUVILLE, a lovely vehicle, all extras including 50 reclining seats, toilet, servery and air conditioning. Available from stock.

1988 NEOPLAN SKYLINER, 77 reclining seats and crew seat, Mercedes V10, 6 speed ZF gearbox, Telma retarder, full servery, excellent condition. In stock now!

1988 F DAF LAG PANORAMIC, 49 reclining seats and courier seat, centre sunken toilet, video and 2 monitors, servery including fridge, new MOT. Available immediately.

1988 DAF SB2300 DHS DUPLE 340 SL, 57 reclining seats, centre continental door, provision for toilet and including full air conditioning. Long MoT. Choice of five – available immediately! **Ask about the special lease package on these fine machines!!**

1987 MERCEDES BENZ 0303 RHS, 49 reclining seats and courier seat, offside rear continental door, saloon toilet, and including refrigerated AIR CONDITIONING.

1987 VOLVO B10M BERKHOF ESPRIT, 49 reclining seats and courier seat, toilet, continental door, excellent condition.

1986 LAG PANORAMIC, 49 retrimmed seats, New engine 3/92, centre sunken toilet, fridge, drinks, 2 TV's/Video.

1985 DAF SB2300 DHS VAN ROOJEN ODYSSEE ROCK 'n' ROLL BAND COACH including: 44 seats, toilet, shower, hot/cold water, fridge, full servery, Telma retarder, 240v generator and including air conditioning. Brand new MoT. Available immediately!

1984 DAF SBR2300 DHS JONCKHEERE JUBILEE P99 D/DECKER ROCK 'n' ROLL BAND COACH including: 16 beds, toilet, full servery including microwave and fridge, upper lounge area, 20 reclining seats, 240v generator and Telma retarder and including full air conditioning. Brand new MoT. Drive away today.

1985 MCW METROLINER double decker, 79 recliners, Cummins L10 Voith Automatic gearbox, servery. Good MoT. Choice of 4. In stock. Drive away special price.

1985 C MERCEDES 0303 RHS, 53 reclining seats and courier seat, o/s rear continental door, full air conditioning. New MoT.

1984 MERCEDES 508D MIDI BUS, 16 high back moquette seats.

1983 VOLVO B10M VAN HOOL ALIZEE H, 50 recliners, toilet, full drop continental door, drinks, TV and video. MoT 8/93. A real cracker!

1982 LEYLAND TIGER 245 PLAXTON SUPREME V, 53 reclining seats plus courier seat, video and single monitor, drinks machine, outstanding for the year. Long MoT.

1982 DAF MB 200 DKTL JONCKHEERE BERMUDA, 49 retrimmed seats, sunken toilet, full drop door. All extras.

1981 DAF MB 200 PLAXTON SUPREME IV, 50 reclining seats. Long MoT. In first class condition for its year. Available now.

1981 W FORD R1114 PLAXTON SUPREME IV GT, 51 reclining seats, tinted side windows, Jake brake. MoT March '93, Available from stock immediately.

1977 AEC PLAXTON. This one must be looked at! 55 retrimmed seats, new style front, long MoT. A super contract/private hire coach.

1974 VOLVO B58 PLAXTON. Best offer.

Tel: (0533) 387741 Fax: (0533) 387128

CHARISMA Sales, Service and Parts

(33983/VSG)

0733 898111 VEHICLE SALES - GENERAL 0733 898111

VEHICLE SALES

1978 VOLVO B58 PLAXTON VIEWMASTER, 53 seater, new Paramount front, Telma, white exterior, mod grey/red interior, radio/tape/PA, MoT until August '93 ..... **£12,600**
Will consider exchange and you take over the £6,500 outstanding HP.

1982 BEDFORD YMT DOMINANT III, small tinted windows, Phase II, 500 engine, 53 seater, red moquette, red and cream exterior, radio/tape/PA, Express doors, MoT until Sept '93 ..... **£8,500**

Will exchange 1 or both of the above for a lux double decker.

Tel. 0707 326263
or after hours up to 8.30pm
0707 875491
(33966/VSG)

3 x 1979 LEYLAND LEOPARD DUPLE DOMINANT II,
Express doors, 53 retrimmed seats, good tickets.
£6,250 each

1 x 1979 AEC RELIANCE PLAXTON SUPREME
51 retrimmed seats, cream unlettered, speed limiter, good ticket
£6,250

1 x 1973 BRISTOL RELL/ECW LEYLAND 0680
50 seats, white unlettered, no ticket, good condition.
£1,600

Tel. 0702 541511
(33717/VSG)

1986 VOLVO B10M CAETANO ALGARVE
Low driver, 53/49 recliners, centre sunken toilet, continental door, radio PA cassette, new MoT, courier seat.
£44,000 ono

DAF MB 200 DKL
1979, 53 seater, 2 speed axle, tinted glass, radio PA cassette, courier seat, seats retrimmed, new MoT.
£11,500

Tel. 0305 786262
(33988/VSG)

HAVE YOU A PRODUCT TO SELL – A SERVICE TO GIVE?

TEL: 0733 898111

ASK FOR PATRICK HE WILL BE ABLE TO HELP

DON'T MISS THIS!

1977 P/P LEYLAND LEOPARD
53 seater, completely refurbished 2 years ago. Paramount front and rear, Webasto, radio, PA, power door, 53 retrimmed seats
£10,900 + VAT

1985 MERCEDES 608
25 seater, tested June £93.
£6,400 + VAT

1988 'E' PLAXTON 3500 DAF MB 2300
Excellent condition, extras include Webasto, Telma, TV & video, radio PA system, 49 reclining seats + courier, toilet and driver's bunk
£55,000 + VAT

1978 (Private Plate) LEYLAND LEOPARD VIEWMASTER
Recent reconditioned engine and transmission, 49 retrimmed recliners **£9,950 + VAT**

For further details
Tel. 0226 245564
asking for Keith or Brian
(33958/VSG)

D REG DAF MB2300 Duple 340 Executive, 53 str, toilet, drinks machine, drivers bunk, wired video, **£37,750; B REG BEDFORD** YNV Duple, 53 E type seats, Blaupunkt radio cassette, **£18,750.** Both vehicles in good condition, part exchange welcome. **Daisy Bus Service, Brigg (0652) 652481.**
(33998/VSG)

1974 BEDFORD YRQ Duple, 45 seats, test Sept '93.

1974 BEDFORD YRT 500 Plaxton, 53 seats, test April '93.

1974 BEDFORD YRT 500 Plaxton, 53 seats, test Oct '93.

1976 LEYLAND Leopard Plaxton, 53 seats, test March '93.

1976 LEYLAND Leopard Duple, 53 seats, test Nov '93

1978 BEDFORD YMT, Van Hool, 53 seats, test June '93.

1979 BEDFORD YMT Van Hool, 53 seats, test Feb '93.

1979 BEDFORD PJK Plaxton, 29 seats, test Sept '93.

1979 AEC Reliance Duple, 53 seats, test Sept '93.

1982 BEDFORD YMT Plaxton, 53 seats, test April '93.

1985 LEYLAND Tiger Plaxton, 53 seats, test Oct '93.

All the above are in daily use and are clean and tidy.

No reasonable offer refused

Tel: 0594 823031
(33964/VSG)

Day Telephone:
041-776 3268
MIDI MINI COACHES

REGAL
COACH SALES LTD.

Evenings
041-775 1884
LUXURY COACHES

1988 F MERCEDES 709D, 25 seats, or facility for 6 wheel chairs, underfloor tail lift, white exterior, MoT Aug 93.

1987 D IVECO 49/10, 19/21 seats, power door, destination gear, choice of 2, MoT June 93.

1986 D IVECO 79/14 Caetano, 24 moquette bus seats, power door, white exterior, MoT Sept 93.

1986 D FORD TRANSIT, 14 seats, petrol, s/door, white exterior, MoT Sept 93.

1984 B MERCEDES 307D, crew bus, 12 seats, MoT June 93.

1983 Y MAN VANHOOL, 38 seats, centre toilet/kitchen, courier seat, TV, video, MoT April 93.

1983 (Y) LEYLAND TIGER CUB, Reeves Burgess body, 25 seats, power door, MoT September 1992.

1977 R BRISTOL, LHS, ECW, 30 seats, power door, destination gear, MoT November 1993.

1988 (E) VOLVO B10M Plaxton Paramount 3500, 49 seat coach, toilet, continental door, TV, video, radio PA, MoT April 93.

1987 D BEDFORD Plaxton Paramount 3200, 53 seats, power door, tinted windows, MoT May 93.

1985 B VOLVO B10M, Plaxton Paramount 3500, 50 seats, rear toilet, HP ZF auto gearbox, white exterior, MoT Sept 93.

1984 A VOLVO B10M Plaxton Paramount 3500, 53 seat coach, power door, tinted windows, double glazed, MoT April 93.

1983 Y VOLVO B10M Duple Dominant IV, 53 seats, power door, tinted windows, double glazed, MoT November 1993.

1979 PP VOLVO B58 Plaxton Supreme IV, 57 seats, power door, radio PA, MoT April 93.

1978 T BEDFORD YMT Plaxton Supreme III, 53 seats, power door, MoT Sept 93.

1978 T BEDFORD YMT Duple Dominant, bus body, 59 seats, luggage pen, MoT April 93.

DOUBLE DECKERS ROUTEMASTER, AEC engines, long MoTs, choice of 8.

OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP. Fax 041-777 8138
(33368/VSG)

0733 898111 PRODUCTS 0733 898111

REGISTRATION NOS.

£99	£99	£199	£299	3-7 DAYS £149
BAG 128S	YXI 2841	CUI 2283	CXI 891	NIW 2311
NIW 4406	YXI 2842	CXI 7390	AXI 440	NIW 2312
NIW 4407	YXI 2843	DBZ 9155	TIA 841	PJI 2458
NIW 3927	£149	EDZ 9354	FIW 487	SIB 6717
NIW 3928	FBZ 8186	EJI 5704	£350	IIL 4424
PJI 4208	FBZ 3925	FIW 4120	GXI 127	IIL 4425
PJI 4209	HIL 4519	GIJ 7497	LJI 972	YXI 2744
PJI 5015	MDZ 6954	IDZ 9052	TSU 620	YXI 2745
PJI 5016	OJI 9455	JXI 6581	£399	£199
IIL 4317	NIB 7617	LXI 9357	EYN 396	OIB 5987
IIL 4318	RIB 8360	OIB 6668	780 HKA	XXI 7341
SIB 2029	RIB 7910	TXI 5508	OUJ 317	XXI 7342
SIB 4629	WXI 3860	YOI 4170	VSU 819	£450
SIB 4630	£199	£250	£499	DYC 598
SIB 4631	ABZ 9278	BIB 3108	RSK 114	780 SVO
VXI 8739	ADZ 6766	DDZ 612	RSK 115	USV 243
VXI 2389	BXI 1917	EIW 578	USU 441	XSV 262
VXI 2390	CBX 7199	JIA 6687	SSU 632	LSU 941

NATIONAL NUMBERS

PO Box 20, Norton, Cleveland TS20 1YZ

Free lists - 20,000 plates on computer

Money back guarantee

24 hour Answer Service

Tel. (0642) 360066 Fax. (0642) 550500
(27255/REG)

SPEEDLINE REGISTRATIONS
Update your vehicle without spending thousands.
We can supply you with a dateless registration number **for as little as £100** (usually transferred within 48 hours).
For details:
Tel: 091 487 3271 or
Mobile (0860) 445673
(33002/P/REG)

FOR SALE WKX 207, **£399. Tel. Nova Travel, 0797 225528.**
(33814/P/REG)

Over 6,400 ways to make money
That's how many top decision makers in the coach and bus industry PAY to receive Coach and Bus Week
For more details ring (0733) 63100 NOW

DRIVERS SEATS

A **COMFORTABLE** driver is a **SAFER** driver.

KAB (formerly Bostrom) seats to suit **ALL** buses and coaches

AVAILABLE FROM **THOMAS SCOTT & CO**

Suppliers of road transport equipment.

Tel. 041 554 1007
(33579/P/DS)

COACH INSURANCE

THE WRIGHTSURE INSURANCE GROUP

ATTENTION ALL COACH OPERATORS!!!

★ Need to replace your Prudential or MMI Policy? ★ Starting a new venture? ★ Looking to reduce your insurance costs? ★ Want to pay monthly? ★ Want your uninsured losses recovered? ★ ★ Want your claims paid promptly? ★

Looking for a competitive travel scheme that makes YOU money?

THEN CONTACT US TODAY

With over 20 years experience we offer fast and friendly service.

62 MAIDSTONE ROAD, GRAYS, ESSEX RM17 6NF. **TEL: 0375 378371 or 381681 FAX: 0375 390087**

27 BOOKER AVENUE, LIVERPOOL LI8 4QY. **TEL: 051-724 2266 FAX: 051-724 6427**

BUS & COACH COUNCIL

COACH INSURANCE

COACH INSURANCE

Fleet and single vehicle operators, Continental extensions

CONTACT:

LAWRIE INSURANCE CONSULTANTS LTD,
7 Cray Buildings, Footscray High Street, Sidcup, Kent DA14 5HL
Tel: 081 302 7521 7522

(27216/P/CIN)

ACCESSORIES

M&H COACHWORKS Ltd
LEEDS (0532) 441671

FIRE EXTINGUISHERS 1.5kg BCF to BS5423. £24.50

FIRST AID KITS PSV spec within vinyl case. £16.50

NO SMOKING stickers, double sided, £0.87 each

EMERGENCY EXIT stickers, white on black. £0.77 each

FIRST AID stickers, white on green. £0.77 each

WINDOW HAMMERS, small. £2.30

WINDOW HAMMERS, large. £6.50

C.P. BUDGET LOCK COVERS, 3 hole fixing. £1.35 each.

'T' KEYS. £1.12 each

All above plus p&p + VAT
MINIMUM ORDER £5.00

LEEDS (0532) 441671

(33731/P/ACC)

AUDIO & VIDEO

TV/Monitor & video (24V) installation **£700 + VAT**	Funai 24V video player **£200 + VAT**
PA system & radio/cassette installation **£240 + VAT**	Pump filled drink machine installation **£350 + VAT**
14" TV/monitor 24V **Only £240 + VAT**	12V video player **Only £160 + VAT**
20" monitor & video installation **£800 + VAT**	No seat loss drink machine **£250 + VAT**

(26699/AUD)

RADIOAUTO ELECTRONICS. Tel: 081-420 1943
25 Parkfield Avenue, Harrow, Middx HA2 6NR

ENGINES

680 LEYLAND ENGINE BLOCK, with brand new crankshaft fitted, all it needs is pistons. **Cost us £1,800, if you can use it give us an offer. Tel. 0259 212802.** (33863/P/EN)

ACCESSORIES

CARLTON PARTS

TELEPHONE 0709 700600
FAX 0709 700007

FOR ALL YOUR NEOPLAN
★ TOYOTA OPTIMO ★ REQUIREMENTS

PSV FIRST AID KIT IN CASE	£12.50	PRICES
PSV FIRE EXTINGUISHER & BRACKET	£22.50	EXCLUDE
NEOPLAN THROTTLE CABLE	£64.50	VAT

VAN HOOL — NEOPLAN SETRA SCANIA MCW NATIONAL TIGER DAF VOLVO — OLYMPIAN

TELMA RETARDER – CHECK OUR PRICE!!!

AIR SUSPENSION BAGS £49.50

AIR SUSPENSION BAGS £49.50

★ CHECK THESE PRICES ★ STAR BUY ★

INSIST ON ORIGINAL EQUIPMENT CLUTCHES AND SHOCK ABSORBERS

INSIST ON SACHS — SACHS

(OUT OF HOURS ANSAPHONE)
TELEPHONE (0709) 700600
FAX 0709 700007

CHECK OUR V BELT PRICES!

(27217/P/ACC)

Selling a coach or bus Its so easy

Access VISA SWITCH

Simply quote your credit card number or Switch number Tel. 0733 898111

PSV PRODUCTS

Radio and PA Systems from **£225**

Microphones to fit any PA systems. All at one price **£18 + VAT**

Television and Video Playback from **£900** + VAT fitted

Jug Kettles with stand, 12 or 24 volt **£50** + VAT

Top fill Drinks Machine from **£275** + VAT

in Line Boilers from **£225** + VAT

NOVEMBER OFFER
Order 2 or more mini PA Systems for
£199 + VAT each fitted

Blaupunkt Exchange Service Available

OSLO SM21 Radio Units **£35 + VAT**

ACR 950 Tape deck Control units **£120 + VAT**

New Goldstar Video Players **£200 + VAT**

New Ferguson 10in Colour Television **£250 + VAT**

New Ferguson 14in Colour Television **£300 + VAT**

We also stock speakers, aerials, droppers, microphone spares, and offer a repair and refurbishment service to most makes of radio, public address, television and video equipment.

First Aid Kits, Fire Extinguishers
T Keys Budget Locks, Legal Lettering and so on

WE'VE GOT THE STOCK

WE NOW OPEN 7 DAYS A WEEK UNTIL LATE
PLEASE NOTE OUR NEW ADDRESS AND PHONE NUMBER

061 707 3202 (Please wait if lines are busy)

Irwell House, 89 Barton Lane, Eccles, Manchester M30 0EY

Concept AV

MAIL ORDER/RADIO CASSETTES/PA SYSTEMS/VIDEO/TV/MONITORS

DRINKS SYSTEMS/TOILETS/ACCESSORIES/FRIDGES/BOILERS/EXECUTIVES

We can turn your standard coach into a full EXECUTIVE in 1 WEEK in our fully equipped Manchester factory.

The spec could include VIDEO SYSTEM, DRINKS & FRIDGE SERVERY, TOILET, DRIVER'S BUNK, PHONE

We can AIR-CONDITION your coach or minibus at the same time

The LOW COST & HIGH QUALITY OF THE INSTALLATION WILL AMAZE YOU!!!

SPECIAL OFFER: 14IN MONITOR & VIDEO SYSTEM INSTALLED FOR A LIMITED PERIOD USING ALL 24V EQUIPMENT ONLY £895.00

Tel. 061 226 9090 Fax. 061 226 9800 24hrs

(26170/AUD)

PRO-COACH/RADIOMOBILE/JVC/FUNAI/SANYO/ENGEL/PANASONIC

VEHICLE LIFTS

PROLIFT
MOBILE VEHICLE LIFTS

GIVE A LIFT TO YOUR BUSINESS
12-26 TONNE CAPACITY

As already supplied to leading coach and bus operators, fire brigades and major haulage contractors.

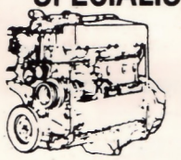
Lease Purchase Available
Contract Hire – Long or Short Term

HEREFORD PROFILES LTD
Beech Business Park, Three Elms,
Hereford HR4 9QJ
0432 350330 (33883/P/VLI)

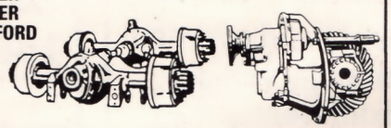
VEHICLE SPARES

MCS
DIESEL ENGINEERING

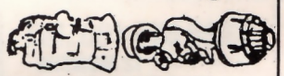
THE ENGINE & TRANSMISSION SPECIALISTS



ZF, VOLVO, LEYLAND, TIGER, ROCKWELL, MAN, MERCEDES
FORD, SCANIA, BOVA, DAF, FULLER, SPICER, BEDFORD



CUSTOMER UNITS REPAIRED and OVERHAULED
Comprehensive Stocks of New and Re-manufactured Exchange Units



AT OUR BOURNEMOUTH BRANCH WE HAVE A FITTING SERVICE
DELIVERY SERVICE AVAILABLE — *12 MONTHS WARRANTY*
SERVICING/MAJOR REPAIRS UNDERTAKEN — *MAJOR CREDIT CARDS ACCEPTED*

LARGE STOCKS OF USED ENGINES, GEARBOXES and DIFFS

(0703) 335313 (25192/P/VEH)

PVS (BARNSLEY) LTD

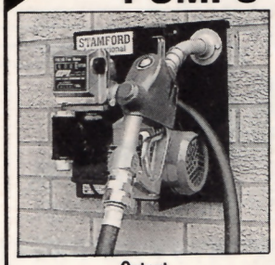
WANTED
REDUNDANT BUSES AND COACHES
★ Top prices paid for all scrap vehicles
★ Large stock of spares for all types of vehicles
★ Gardner 6 LXB to fit VRTS (28498/P/VEH)

Tel. 0226 722052 or 725003 (days)
0226 710620 (eves) Fax 0226 700261

FUEL PUMPS

TOTAL FUEL CONTROL

FUEL PUMPS



Output
40 or 80 litres per minute
c/w METER & AUTOMATIC NOZZLE
(No more Stick in the Trigger Trick)!!

Tel: 0780 740400
For details or Brochure contact:
STAMFORD International
Barnack, Stamford, Lincs PE9 3DY
(33293/P/FP)

PCV BADGES

PUBLIC SERVICE VEHICLE
KK 16867
DRIVER

ATTENTION ALL P.C.V. OPERATORS!!!
Now that these are history identify your drivers to the public with new badges incorporating your company name and logo. All produced to high standard, fitted with brass clips and coated to prevent wear. Top quality leather holders also available. For details
Tel or Fax 0273 474816
(33605/P/PCV)

GARAGE EQUIPMENT

GARAGE EQUIPMENT
Tecalemit commercial vehicle brake tester, requires attention.
£500 + VAT
Bob Dunn, Dunn Line
(0602) 784088
(33856/P/GE)

VEHICLE SPARES

AVON DIESELS
LEYLAND AEC — BEDFORD DAF
RECONDITIONED
ENGINES
HEADS
BLOCKS
CRANKSHAFTS
ZF REPAIRS
S/AUTO GEARBOXES
(33003/S/VEH)
0454 313805

VEHICLE SPARES

JONCKHEERE
SUTRAK
vogel

Webasto Thetford
★ PARTS ★ GLASS FITTING ★
★ SERVICE ★
You've tried the rest – Now contact the best on
0923 239996
J BERNSTEIN
ENGINEERING SERVICES
UNIT 3, COLNE WAY COURT,
COLNE WAY, WATFORD, HERTS WD2 4NE
(23929/P/VEH)

MERCEDES-VWLT TRANSIT SPARES

MERCEDES
307/308 Rear doors £150 per pair.
709/811 bumpers £75.
Windscreens £50. Mirrors £10.
Nearside front door £75.
Bonnets £60. Flashers £7.50.
Shockers £25.00.
Wiper Motors £40.
811D Turbo Engines £1,250.

TRANSIT
Drivers doors £85.
Mirrors £16 per pair.
Rear doors £150. Crown wheel/pinion sets £75. Transit minibus seats, trim & glass POA.
Steel shipping containers £475.

VWLT
Turbo diesel heads £300.

Tel: L & S FREELANCE
(0706) 227140
(29113/S/VEH)

BREAKING FOR SPARES. FORD Plaxton Supreme III, all parts, glass etc; also Plaxton Elite glass available. **Tel. Rotherham 0709 700270.** (33888/P/VEH)

FOXWOOD
Boring & Grinding
ENGINE MACHINING SPECIALISTS & SUPPLIERS

FREIGHT ROVER
CRANK SHAFTS
CRANK CASES
CYLINDER HEADS
SHORT MOTORS
ENGINE PARTS

LEYLAND 510
CYLINDER BLOCK
CRANK SHAFTS
CRANK CASES
SHORT MOTORS

LEYLAND 680
Engine Kits
6 PISTONS & LINERS
FULL BEARINGS
FULL GASKETS
PRICE £650 + VAT
CRANK CASES
CYLINDER HEADS
CRANK SHAFTS
SHORT MOTORS

VOLVO K191
GEARBOXES
RECONDITIONED OR
CUSTOMER OWN
UNIT REPAIRS

VOLVO/DAF
ENGINE COMPONENTS
AVAILABLE

ALL ITEMS FULLY RECONDITIONED AND GUARANTEED (33568/P/VEH)

Certificate No. Q10047
TEL: 0246 260199
FAX: 0246 455274

ENGINE MACHINING SPECIALISTS

HAVE YOU A PRODUCT TO SELL – A SERVICE TO GIVE?

TEL: 0733 898111

ASK FOR PATRICK HE WILL BE ABLE TO HELP

VEHICLE SPARES

VOLVO LEYLAND DAF BOVA

ALLSPARES

GOUGHS TRANSPORT DEPOT, MORESTEAD,
NR. WINCHESTER, HAMPSHIRE, ENGLAND

Tel: (0962) 715566/715555. Telex: 477179. Fax: (0962) 714868

UK's Leading Supplier of: ● **NEW** ● **RECONDITIONED** ● **USED SPARE PARTS**

DENNIS SEDDON SCANIA

DIESEL ENGINES
CYLINDER HEADS
CYLINDER BLOCKS
CRANKSHAFTS
CAMSHAFTS
CONRODS
PISTONS
LINERS
GASKETS

BEDFORD FORD PERKINS

FUEL INJECTOR PUMPS
INJECTORS
STARTERS
ALTERNATORS
TURBO CHARGERS
COMPRESSORS
WATER PUMPS
POWER STEERING
RAMS AND PUMPS

MAN MERCEDES RENAULT DODGE

DIFFERENTIALS
AXLES
HALFSHAFTS
HUBS
GEARBOXES
TRANSFER BOXES
AUTOMATIC
PNEUMOCYCLIC
MANUAL

GARDNER BRISTOL DAIMLER

ATTENTION TIGER OPERATORS
TIGER – VOLVO CONVERSION KITS AVAILABLE
Take out your old TL11 and hydracyclic box – We supply and fit if required a Volvo THD 100 engine and semi-auto gearbox or ZF.
Contact Norman for details

WE ARE LARGE ENOUGH TO MEET YOUR REQUIREMENTS BUT SMALL ENOUGH TO APPRECIATE YOUR BUSINESS

DIFFERENTIALS 'SPECIAL OFFER'
LEYLAND LEOPARD
LEYLAND TIGER
AEC RELIANCE
From £450
ANY RATIO
FULLY RECONDITIONED 1 YEAR WARRANTY

(24851/P/VEH)

WANTED FOR CASH

REDUNDANT BUSES

Large stock of second-hand spares available

Daimler, Leylands, A/Ls, AECs, Bedfords, Fords, Nationals and Bristol VRTs

Breaking 29 seater Bedford Dominant

TREVOR WIGLEY & SONS LTD

THE PROFESSIONAL PSV DEALERS

(0226) 723147 – 5 lines

Mobile: (0836) 581848. Fax: (0226) 700199.
Night Lines: (0226) 203294/716479
Carlton, Nr Barnsley, South Yorkshire

(33886/P/VEH)

---

stateline

DIESEL ENGINEERING

Specialists in the supply and overhaul of PSV and commercial vehicle gearboxes and differentials.

ZF
VOLVO
DAF
MAN
LEYLAND
MERCEDES
BOVA
ROCKWELL

NEOPLAN
MCW
SPICER
EATON
LAG
SETRA
ASTRAL
SEMI AUTO
& AUTO

12 MONTHS WARRANTY NATIONWIDE DELIVERY

(0703) 652288

FAX: (0703) 651199

FITTING SERVICE AVAILABLE (33887/P/VEH)

VOR SPARES

0902 604141

Commercial Gearbox Specialists

Very competitive prices on all exchange gearboxes
Own unit repaired or reconditioned
Reliability unquestioned

(27716/P/VEH)

VOITH TRANSMISSION SPECIALISTS

OMNIBOX

For **VOITH** service, full overhaul or cost of repair **OMNIBOX** carry a selection of overhauled **VOITH** transmissions including METROLINER 864G and 854G

For more information tel.

0246 456154

(33651/VEH)

LEYLAND NATIONAL

Engines, gearboxes, all parts, reconditioned units and runners.

WHY PAY MORE!!!

GANES

091 460 7784

(33725/P/VEH)

LEYLAND LEOPARD/TIGER DIFFERENTIALS

Reconditioned, service exchange, 12 months guaranteed.

£675 + VAT

Tel. (0246) 260199

(33569/P/VEH)

Looking for a vehicle? Need a service? Why not refer to our index on the leader page.

0733 898111 PRODUCTS 0733 898111

VEHICLE SPARES

COMMERCIAL REMANUFACTURED WIPER MOTOR SPECIALIST

Unique new for old exchange service.
We offer a wide range of remanufactured commercial electric and air wiper motors. We are specialists in these products and offer a full 12 month parts and labour warranty on all wiper motors.
All wiper motors held in stock.
24 hour delivery anywhere in the UK.

Telephone 0926 633256 Fax 0926 632600 (33125/P/VEH)

NEALINE AUTO ELECTRICS

GEARBOX CENTRE LTD

12 months' Warranty • Nationwide Delivery • • 24 hours Turnaround

We specialise in: ZF VOLVO, DAF, 6-speed, 4.76 + also AEC S670/3

SEMI AUTOMATICS – ALL RANGES

TELEPHONE:
(0278) 787777 · MANCHESTER 061-833 2594
NORWICH (0603) 259320 · LONDON 071-734 5044
specialising in 524 Eatons (33206/P/VEH)

Coach and Bus Week

The market leading magazine that's tailor made to make your business grow.

There's no better alternative

Call 0733 63100 NOW

0733 898111 SERVICES 0733 898111

TRAINING

CPC

NATIONAL & INTERNATIONAL

Full time courses 'flexi', evenings and weekends to suit **YOUR** Schedule

Contact: Reg Pain
TRANSPORT TRAINING SERVICES
021-453 3215

A regular 100% pass rate

(28542/S/TRA)

CPC – FREE ACCOMMODATION

or £15 cheaper than elsewhere – guaranteed

VIDEO HOMESTUDY
Telephone: 0984 56310
(after hours 0273 515649)
CPC ANSWERS
0839 654117)36p/48p

Friendberry
TAUNTON TA4 3TP

CPC NATIONAL & INTERNATIONAL COURSES

FREE COURSE BOOKS
FREE COURSE IF YOU FAIL
FREE EXAM ENTRY
WRIGHTS TRAINING SERVICES
0795 521054
(33375/S/TRA)

PCV HGV CAR COURSES AVAILABLE

Prices from £299
Guaranteed Pass Scheme
Nationwide Tuition
Branches throughout the country
FREEPHONE 0800 220669
(29194/S/TRA)

VEHICLE LIVERY

KNIGHTS COMMERCIAL COACH PAINTERS AND SIGN WRITERS

Quality resprays on coaches, single deckers and double deckers

Insurance work

Special rates for fleet work

Collection and delivery service

The price we say is the price you pay

Tel. 061 476 6907
(25798/S/VL)

TRIMMING

DUOFLEX LTD.

Buses and Coaches Retrimmed
Wide choice of moquettes
Low and competitive prices
Junction 10 M40/A43
Barrington Court, Ward Road, Buckingham Road Industrial Estate, Brackley, Northants
Tel: (0280) 701366
(33584/S/TRI)

RETRIMS

by the specialists

KEVWIN TRIMMERS
PETERBOROUGH
(0733) 238583
(27402 S TRI)

REPAIRS & RECOVERY

M&H COACHWORKS Ltd.

PSV SPECIALIST REPAIRS AND CONVERSIONS
★★★ LEEDS ★★★

Waterboilers, Fridges, Toilets, Video Systems, Servery Units, Webasto heating sales and service

Quality resprays and signwriting
Accident damage repairs
VBRA Approved Repairers
Contact us for quotations, helpful advice and above all, genuine service

★★ STAR QUALITY IS OUR HALLMARK ★★

New Princess Street, Holbeck, Leeds LS11 9BA
Tel. 0532 441671 (Located 1 minute from M1/M621 junction) (After hours phone 0532 520079) Tel. 0532 441671

EMERGENCY SERVICE

London Buslines Engineering

Special breakdown vehicle available
24-HOURS EMERGENCY RECOVERY
COMPLETE REPAIR SERVICE
TEL: **081-568 1736** Day
081-571 2233 after 7pm
MOBILE: **0831-455 145**
FAX: **081-568 6925**
(26923/S/EMG)

YOUR LONDON CONNECTION!!!

TEL 081-450 1491 DAY
24 HR BREAKDOWN AND RECOVERY
TEL 081-904 0701 NIGHT

OTHER SERVICES:-
24 HR REPAIRS AND SERVICING
CONTRACT PARKING
STEAM CLEAN/CHASSIS SPRAY
REPLACEMENT VEHICLES

CONTACT US NOW

SPEEDBIRD SERVICES

665 NORTH CIRCULAR ROAD, STAPLES CNR, LONDON NW2
(33571/S/EMG)

Selling a coach or bus. Its so easy

Access SWITCH VISA

Simply quote your credit card number

or Switch number

Tel. 0733 898111

EMERGENCY SERVICE

FOR HIRE

FOR HIRE: 1 x 51 and 1 x 53 Executive coaches available for hire, with experienced drivers for UK and Continental work. Rates negotiable. **Tel. 0792 845439.**
(33740/S/FH)

BUS WASH

DRIVE THROUGH BUS WASH FOR SALE. Ex Corporation Bus Company, suitable double and single deck, dismantled ready to take away, **£1,500. Tel. 0744 23344.**
(33885/S/BUS)

RESPRAY

CARLTON COACHWORKS RESPRAYS

e.g. Plaxton Paramount from **£650 – *any livery***
Top Quality Work – Guaranteed
Tel. 0226 700464
Weekends 0226 780277
(33253/S/RSY)

DONT MISS THE BUS!!
DEADLINE FOR ADVERTISEMENTS
4◦ Clock Tuesdays

0733 898 111 UNCLASSIFIED 0733 898111

BUSINESS FOR SALE

FOR SALE
LONDON BASED COACH COMPANY
Reputable transport business, with lucrative contracts, in the region of £12,000 per week, plus private work in addition to this. Large annual turnover with good profits. 15 PSV licences held, with 5 years to run. Various range of vehicles.
Genuine enquiries only to:
Box 33867, Coach & Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS
(33867/UN/BFS)

SMALL FAMILY COACH BUSINESS FOR SALE
In the South East area, established for 75 years + good orders for 1993 confirmed. Good workshop facilities included. Owner wishing to retire.
Apply to Box No. 33459 Coach and Bus Week Classified, Wentworth House, Wentworth Street, Peterborough PE1 1DS
(33854/UN/BFS)

LOOKING TO EXPAND? TO DIVERSIFY?
Ready-made Mobility Coach + Business For Sale. LONDON AREA
Est. 4 years
Vehicles PSV MoT
Enquiries to:
Box No. 33859 Coach and Bus Week Wentworth House, Wentworth Street, Peterborough PE1 1DS
(33859/UN/BFS)

SITUATION WANTED

TRANSPORT/ TRAFFIC MANAGER REQUIRES POSITION
High mileage but five good years left.
Enquiries to:
Box No.33852, Coach & Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS.
(33852/UN/SW)

BOX OFFICE

POP CONCERTS make great coach trips. We supply tickets, information and advice to group organisers. Take the first step to increasing profits this winter. **Tel. 0298 79759.** (33507/UN/BOX)

WANTED

WANTED: windscreen and side windows for a Berkhof Everest body. **Tel. 010-353 493 7114.**
(33980/UN/WA)

WANTED: front I/h windscreen for Bova Europa, also suspension air bags. **Tel. 0684 592042, Worcs.**
(33674/U/WA)

WANTED

WANTED
Crypton or Octopus electrical tester for alternators and starters.
Pole screwdriver, armature growler.
Must be in good working order.
Tel. 0926 633256
Fax. 0926 632600
(33882/UN/WA)

53 SEATS REQUIRED for Duple Dominant II. Must be in good condition. **Phone Pete on 0602 789466.**
(33806/UN/WA)

NORTH EASTERN BUS BREAKERS
Redundant and surplus vehicles wanted
Good prices paid!
Distance no object.
Tel. (0207) 280353 day
(0207) 570719 evenings
Good selection of mechanical and body parts available
(27387/U/WA)

WORK WANTED

WINTER WORK WANTED
Owner driver.
51 seat Neoplan full executive. Very clean and reliable vehicle.
Most dates available.
Experienced in ski work.
Tel. 0603 761155
or 0603 483050
or Fax 0603 616975
(33857/UN/WW)

APPOINTMENTS AND TENDERS

TRANSPORT FLEET MANAGER
S. WALES AREA

Due to expansion, applications are invited for the position of workshop and garage foreman in a rapidly expanding go ahead company.

The successful applicant will be required to assist in achieving, maintaining and controlling high standards in vehicle maintenance and cleanliness of a depot fleet of 15 vehicles as well as garage equipment.

Candidates should have an in depth knowledge of the mechanical side of the coach & bus industry. CPC and PSV licence are also essential.

For the right candidate there is the opportunity for good promotion prospects. Salary is negotiable.

Applicants should reside within Mid Glamorgan ideally.

Write to Box No. 33871, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS

(33871/A/A)

GENERAL MANAGER

Marksman Travel Limited, a medium sized coach company based near Gatwick Airport, are looking for a General Manager. Experience in running a coach operation is essential. Plenty of scope for creative ideas to develop new business opportunities.

Salary negotiable

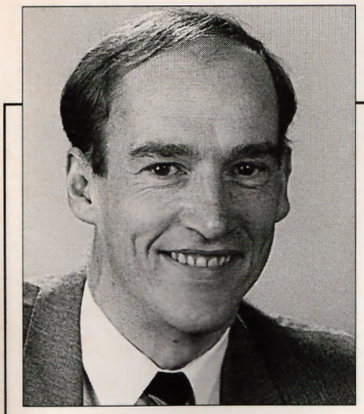
Please respond in the first instance to The Managing Director Chapman Freeborn Airmarketing Limited 7 Buckingham Gate London SW1E 6JP (33851/A/A)

COACH AND BUS WEEK
The PSV Industry's News Weekly

is the ONLY recognised recruitment medium offering in-depth coverage of bus industry management.

To place your advertisement call

0733 898111



Appointment at Southend

SOUTHEND Transport has appointed Graeme Torrance **(above) its new traffic and commercial director. Mr Torrance, 36, moves to Southend from SMT Buses in Edinburgh - the recently privatised company which was formerly Eastern Scottish. He has worked at West Yorkshire Road Car, Western National, Ribble Motor Services, Trent Motor Traction and NBC. Mr Torrance, BA Hons, MCIT, MIPM, replaces Mark Howarth, who has joined Badgerline in South Wales.**

First Asian worker director for Rider board

YORKSHIRE Rider employees have voted on to Rider Holding's management board its first Asian worker director. **Mohammad Taj** will relinquish his position of TGWU branch secretary of the Bradford Bus Branch, which he has held unopposed since 1983, when he takes over the seat on the board from retiring worker director Tommy Limpetlaw for a three-year term of office. He joins fellow worker director Tony Arthur and chairman/managing director Bill Cottham, operations director Ian Buchan and finance director Philip White.

Rider's worker directors have full voting rights in a board structure which favours traditional management on a 3/2 ratio - set up with the company's Employee Share Ownership Plan in January 1989.

In the joint ownership scheme employees own 49 per cent of the shares in the ESOP Trust, with management retaining the majority allocation. Personal holdings include eight per cent each held by Bill Cottham and Philip White, although 10 per cent of management's allocation is currently frozen following the departure of two managers.

Mr Taj won his seat with 709 votes by a narrow majority of 47 votes against his nearest rival **Tony Meeks**, from the EETPU Electricians' Union, who polled 662. A Leeds union lay official, **Richard Langstaff**, also polled 435 votes in the closely-fought contest.

Mohammad Taj says he intends to argue that benefits of share ownership should be shared equally - and press the company to provide secure employment with fair wages. "I have observed public transport in every area of the country and I am certain we have managed to preserve the best system in our area. I also accept that we have local authorities, a PTA and a management committed to public transport - but it is the ordinary employees who are responsible for the company's founding, survival and growth," he said.

Mohammad Taj

Hilary McHale

Hilary to target operators

TELFORD Moat House' new sales and marketing manager will be targeting coach operators for growth in groups business next year. **Hilary McHale** has 12 years' sales experience. She will add to her duties by selling conference space and weekend breaks at the 148-room hotel, just off junction 5 of the M54.

Mike Naylor

Naylor gets Pindar post

BROCHURE and timetable printing firm Pindar Graphics of Preston has appointed Mike Naylor **to help find low-cost options for bus and coach industry clients.**

Mr Naylor, with colleague Mike Smallwood, will be on hand to advise when Pindar can use existing database material and merge it with Pindar's IBM and Apple Macintosh computer network. Mr Naylor was previously employed at Pindar's Scarborough headquarters.

COACH AND BUS WEEK

RECEIVE YOUR PERSONAL COPY FOR AS LITTLE AS 70P PER WEEK

Length	Rate	Per Copy	Saving
1 Year	£45	£0.88	
2 Year	£80	£0.78	£10
3 Year	£110	£0.70	£25

I WISH TO SUBSCRIBE TO COACH AND BUS WEEK

Name ..... Job Title.....
Company.....
Address.....
Postcode..... Tel No.....

YOUR COMPANY DETAILS (please tick as appropriate)

1. Bus operator ☐ Coach operator ☐ Other (please specify).....
2. Total number of: i) Single deck buses..... ii) Double deck buses..... iii) Coaches..... iv) Midi buses..... v) Mini buses.....
3. Total No of Employees.....
4. Which of the following does your company operate? Day excursions ☐ Tour programme ☐ Local bus service ☐ Express coach service ☐ Private/contract hire ☐

PAYMENT (please tick as appropriate)

UK 1 yrs' subscription £45 ☐ 2 yrs' subscription £80 ☐ 3 yrs' subscription £110 ☐
Europe/Eire 1 yrs' subscription £85 ☐ Airmail 1 yrs' subscription £115 ☐
By Cheque I enclose a cheque for £..... made payable to COACH & BUS WEEK
By Credit Card I authorise you to debit my Mastercard/Visa/Switch/AMEX card no:

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐ for the amount of £.....
Expiry Date..... Issue Number.....
Name (as on card)..... Address.....
.....
Post Code..... Tel No.....
Signed..... Date.....

RETURN TO: SUBSCRIPTIONS EMAP BUSINESS PUBLISHING, FERRARI HOUSE, FIELD END ROAD, EASTCOTE, RUISLIP, HA4 9UY

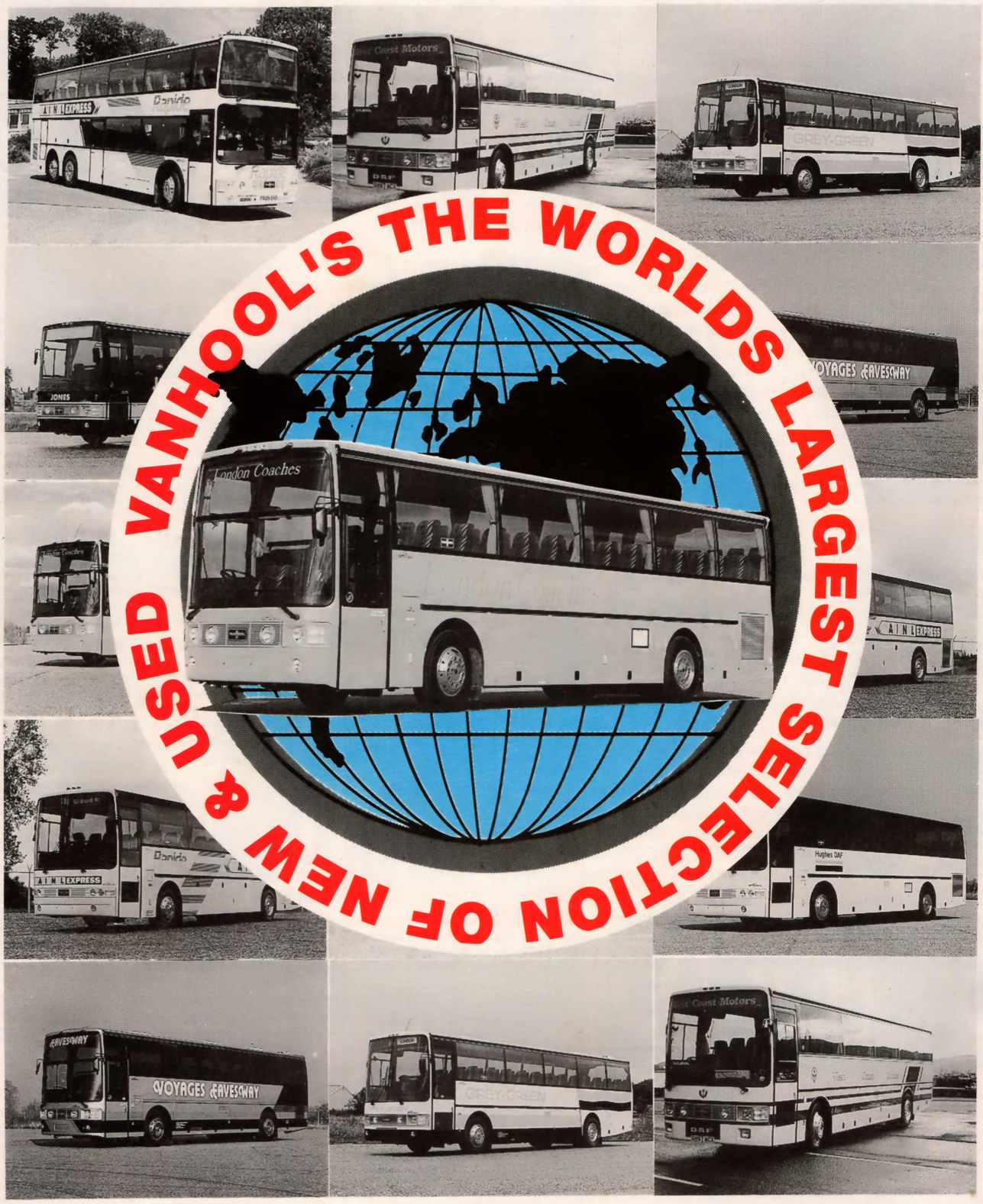
Hughes DAF

PLAXTON COACH & BUS

IKARUS

VANHOOL

OPTARE BUS MANUFACTURER



FOR FULL DETAILS TELEPHONE: *0274 681144*

PLAXTON Duple PARTS & SERVICE | IKARUS PARTS & SERVICE | DAFBUS PARTS & SERVICE | VANHOOL PARTS & SERVICE | OPTARE BUS MANUFACTURER PARTS & SERVICE